THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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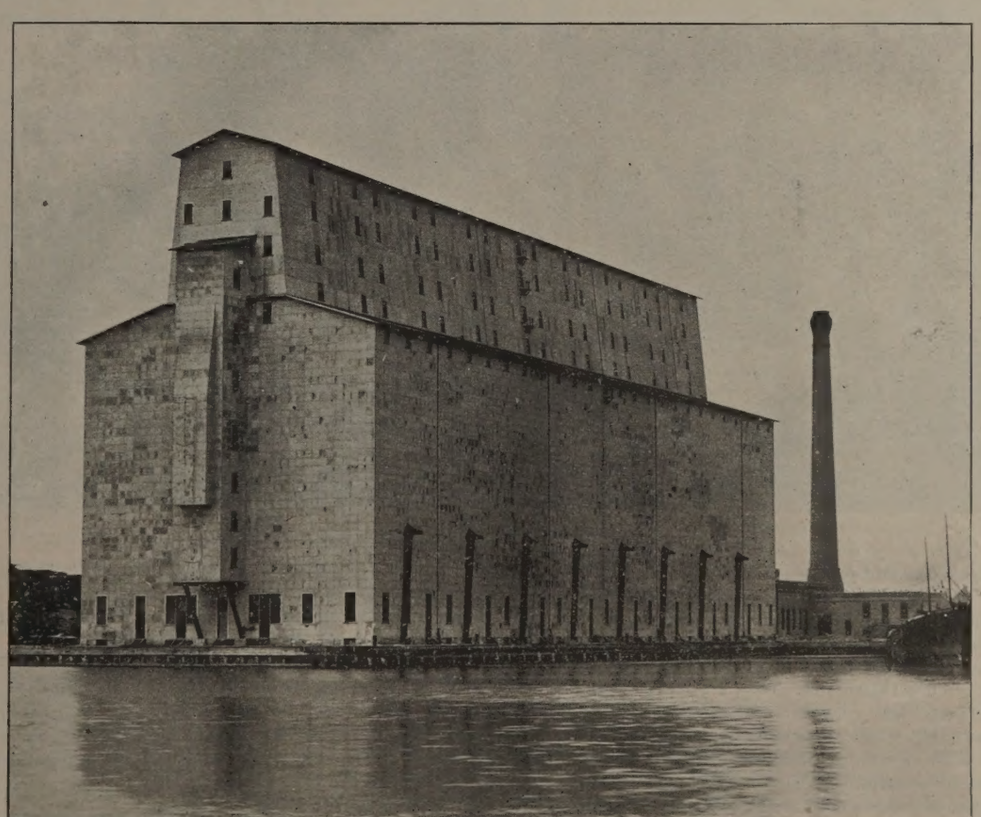
ELEVATOR "C" AT SOUTH CHICAGO.

As we have frequently stated, the grain elevator business of Chicago seems destined to be driven away from the north and south branches of the Chicago River. The most desirable building sites outside of the banks of the main stream of the Chicago River are the banks of the Calumet River in South Chicago. There one large elevator has recently been completed and two more are in course of erection.

The one just completed is Counselman & Co.'s elevator "C," an illustration of which is given herewith. It is located at the foot of Ninety-third street, on the west bank of the Calumet River not far from its mouth, and is separated from Counselman's "South Chicago" cleaning house by a navigable slip wide enough to accommodate four large vessels.

The building is 90x350 feet and 190 feet high. It is covered with galvanized iron made by the Thompson Manufacturing Company. The roof is covered with tin. It is supported by 216 piers and each pier has a foundation of 16 piles. The house has 300 feet of dock, the most of which is on the north or loading side of the house. The improved marine drop leg on the east end of the house has an elevating capacity of 15,000 bushels an hour. The timber is all Georgia long leaf yellow pine. The cribbing is all No. 1 selected hemlock.

The house has a receiving capacity of 300 cars a day, and a shipping capacity of 500,000 bushels. Of its 16 elevator legs 8 are receiving and 8 for shipping. In company with the "South Chicago" Elevator this house has ample track room, all of which is inclosed by a high board fence. Three new tracks will be laid on south side of the house. Two switch engines are kept busy shifting cars for the two houses. Elevator "C" has two tracks extending into the house, giving track room for 16 cars. One Jumbo Car Puller is used when necessary to place the cars. Eight cars can be unloaded at the same time, eight power car shovels being provided for this purpose. The receiving sinks are covered with iron grating to keep sticks and bags out of the elevator boots. Although the house contains no conveyors it can receive from 8 cars and a boat and load 8 cars and a boat all at the same time. The office of the foreman, P. J. Hunt, is on the ground floor. The main line shaft is also on the ground floor, and each elevator leg is driven from it. By Simpson & Robinson's system of patent rope drives each leg is driven independently of the rest of the machinery, and by friction clutches each leg may be stopped or started from the ground floor at any time. The house does not contain a conveyor, but grain can be transferred from bin to bin by spouting to elevator boots. The grain from each elevator leg can be spouted to one-third of the house by means of a switch valve and distributing spouts.



ELEVATOR "C" AT SOUTH CHICAGO.

Beside each leg on each floor is a speaking tube and a gong. A passenger elevator at the west end of the house runs up to the bin floor. Two ticket elevators run from the ground floor to the scale floor. On the top floor by means of a number of switch valves the grain from each elevator is spouted to a receiving or to a shipping garner. Two steel rails bolted together project from the under side of the cone of the roof so that any heavy machinery can be easily hoisted to any floor.

On the garner floor are 16 garners, each having a capacity of 1,400 bushels, also 16 take-ups of the independent rope drives.

Beneath the garner floor is the scale floor. Here is the office of the three weighmen, one representing the railroad company, one the elevator company and the public weighman, each of whom witnesses or assists in weighing all grain that passes through the house There are 16 72,000-pounds hopper scales, 8 for receiving and 8 for shipping. The beams of the shipping scales are on one side of the house, those of the receiving on the other side Grain is spouted from the scale hoppers to the bins by means of Simpson & Robinson's Improved Anti-Friction Double Jointed Distributing Spouts. Each one of these spouts can

easily be turned into any one of 34 bins. The house has 251 bins. Their capacity for corn is 2,600, 2,200, 3,500, 6,000, 8,400 and 9,000 bushels.

The house is being equipped with dust pipes which will extend to all floors, and openings will be made at many points so that dirt and dust will be drawn in when swept to the pipe and delivered to a large Cyclone Dust Collector over furnace which drops all refuse into the fire boxes. This is the best system yet devised for keeping an elevator clean. It reduces the fire risk and cost for fuel.

The power plant is in a brick building separated from the elevator proper. It is equipped with a Buckeye Engine 26x36 of 600-horse power, which drives the main line shaft on first floor with 18 strands of 1¼-inch rope. A 40-horse power engine runs a 300-light electric dynamo made by the Western Electric Company. The boiler feed pump is 7x4½x10. The fire pump in the engine room, which keeps a constant pressure on standpipes, is 20x10x15.

In the boiler room are four 60-inch by 16-feet boilers of 200-horse power each. Above them is a large Cyclone Dust Collector made by The Knickerbocker Company. All steam connections are covered with asbestos. The round brick chimney is 150 feet high. A new large coal shed is being built just back of the boiler room and is separated from it by a brick wall. Adjoining the boiler room is a pump house containing a Worthington Pump 25x12½x15. This pump as well as the others is supplied from a well at the edge of the slip. All of the pumps are connected and can be made to supply the standpipes or the three yard hydrants. The yard hydrants are equipped with nozzles of different sizes, and with these water can be thrown in any direction. They will throw a 3-inch stream 400 and a 4-inch stream 300 feet high, so that any point on top of either elevator can be easily flooded. The fire protection of this elevator is perfect. On the top floor are two large steel tanks of 4,500 gallons' capacity each. The house is equipped with 2,500 Grinnell Automatic Sprinkler heads. It is the dry pipe system, and sprinkler heads have been placed under the eaves as well as at all points inside the house. The fireboat station is just across the river. At many points about the house are barrels filled with salt water, and fire buckets hung beside each. Chemical fire extinguishers are also placed at many points about the house, and six four-inch standpipes extend to the roof and have 50 feet of 2½-inch hose attached on each of the upper floors. A 10-inch water pipe extends full length of first floor and feeds standpipes. Twelve 50-foot sections of hose are attached to it. The pumps have a combined capacity of 2,900 gallons a minute, so that the interior or the exterior can be made very wet in short order. On each side of cupola and of the main building is a fire escape. The house and offices are lighted by electricity, and on the shipping side of the house are nine clusters of three 32-candle power lamps each.

The one-story brick office adjoins the pump house. It is finished in polished Georgia pine, is conveniently arranged and contains a fireproof vault. It has two private offices, one for Superintendent E. M. Ashley and one for Head Bookkeeper J. E. Martin. Quarters are also provided for the state grain inspectors and the bookkeepers. The operating force of the house consists of foreman, assistant foreman, millwright, engineer, fireman, three weighmen, three bin men, three oilers, three sweepers and twelve laborers. Grain is transferred to or from the house by the transfer boat "Empire State."

The house was built by the Simpson & Robinson Company, elevator architects and builders of Chicago and Minneapolis, on a 100-day contract, and, like all the work done by this firm, was completed on time and to the entire satisfaction of the Counselman Company.

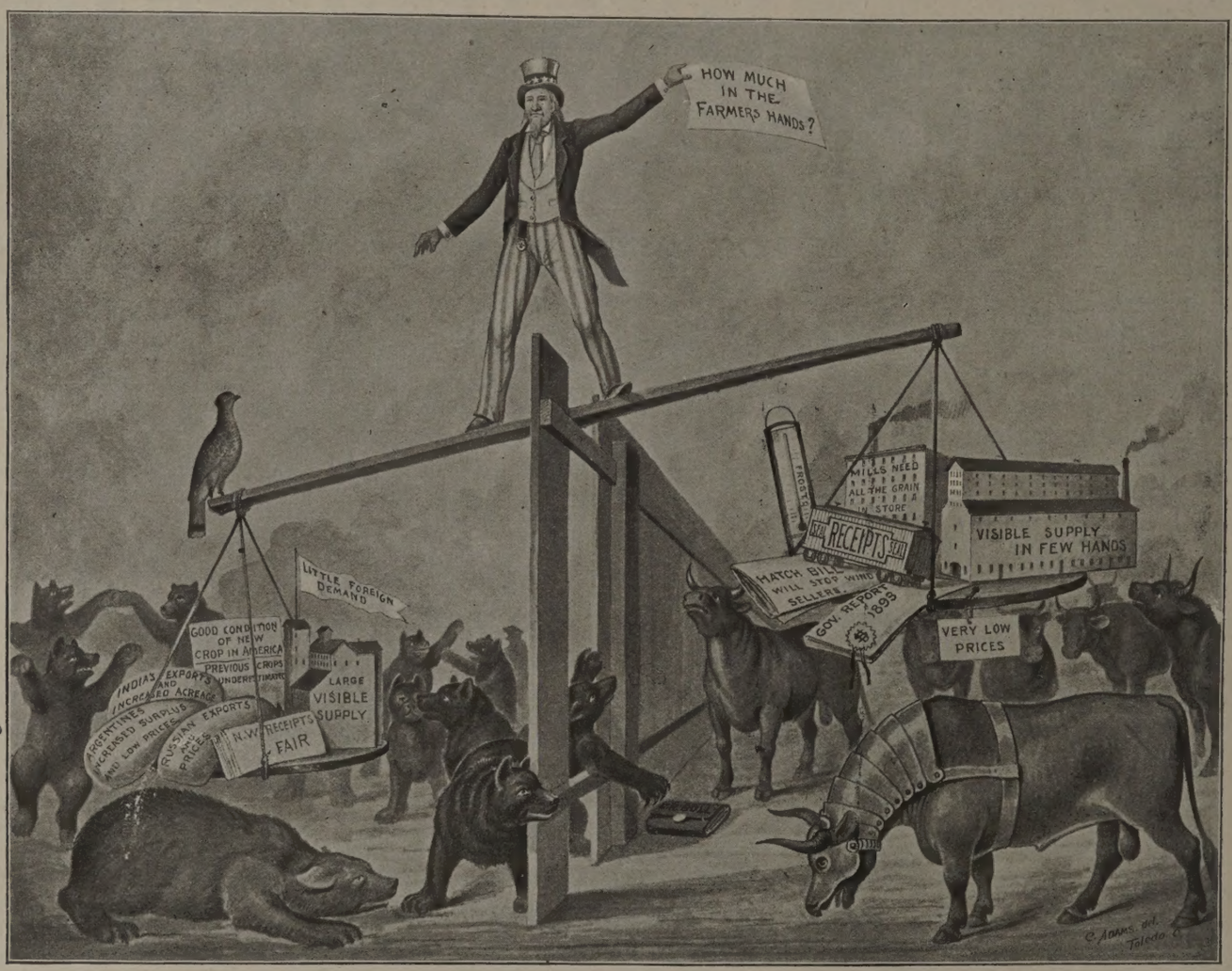
"Yes," sighed the pessimistic shipper, "that is always the weigh of the world." "What is?" asked the optimistic buyer. "About fourteen ounces to the pound," said the pessimist as he deftly deposited a half dozen bricks in a bale of hay.

ON THE FENCE.

The influences which weigh upon the minds of the bears are bound to raise the spirits of the bulls. The uncertainty of these influences is herewith illustrated by the Abner L. Backus & Sons Company of Toledo, Ohio.

On the one hand the bears are jubilant with hope, and, not satisfied with past gains, are even now reaching through the fence of indecision for the bulls' fat pocketbook. The bulls, however, are possessing their souls in patience, and—well, perhaps they will need their patience, though they have a stanch supporter in the Armoured bull. As for the bears, they have a Partridge who is nothing if not satisfied with his position and his predictions.

The main question now agitating the markets over which Uncle Sam rules is, "How much wheat in farmers' hands?" Recent receipts in the Northwest are unexpectedly large, and if this is a straw which shows the way the wind is to blow, the bulls may well feel uncertain.



ON THE FENCE.

Chinch bugs in great numbers have made their appearance in different parts of Illinois. They are threatening the wheat and oats; but this is the first hatching and corn will probably suffer later on.

The Wabash Railroad has notified Decatur flouring mills that until further notice no grain will be taken up at local stations. The cause for this action is as yet unkown and the millers are all at sea. While they have sufficient fuel for the present, they have decided to shut down pending a settlement.

In consideration of extra hazard caused by a gas company emptying highly inflammable refuse from the manufacture of gas and naphtha in the river, the Chicago Fire Underwriters' Association has decided to raise insurance rates in surrounding territory. This will quite largely affect elevators and lumber yards.

ANNUAL MEETING OF THE OHIO GRAIN DEALERS' ASSOCIATION.

The members of the Ohio State Grain Dealers' Association, many with their wives, making a jolly party of 158, visited the old town of Norfolk, Va., May 16, to hold their annual meeting. The trip was taken more for pleasure than for the purpose of raking over old cares of business; in fact, the association as an organization has ceased in a measure to consider business abuses for which it was first organized. It has become largely social in its nature.

On pleasure bent the grain men visited all the points of interest—the Virginia Beach, Norfolk navy yard and other points. St. Paul's Episcopal Church claimed especial attention. It is a quaint structure, erected in 1739, built of brick made in England. It is surrounded by the old-fashioned graveyard, a thick growth of magnolia trees, and is covered with a profusion of ivy. In one of her walls she proudly shows, like a scar of honor on her breast, a ball fired by the British in 1776.

In the evening the customary business meeting was held. Following an address by President Seeds the following officers were elected for the ensuing year: President, E. W. Seeds of Columbus; vice-president, R. F. Chenoweth, London; secretary, E. C. Wagner, Columbus; treasurer, Geo. T. Chamberlin, Columbus. The following members were elected to act with the president and secretary as a legislative committee: L. Boggs, Kingston; H. A. Jackson, Circleville; M. Gunning, Chillicothe and J. B. Seymour, Kenton, Ohio. The following board of managers was elected: E. C. Beach, Columbus; George Brecount, Conover; C. R. Hunter, Mechanicsburg; James Dunlap, Circleville, and A. E. Clutter, Lima, Ohio. An address of welcome was delivered by President Henry of the Business Men's Association on behalf of the city of Norfolk.

The next day the party visited the grain elevator and extensive docks at Newport News. At this place they were treated to a taste of times "befo' de wah" by an untheatrical exhibition of negro songs and dances. Dinner was eaten at Old Point Comfort, and after a visit to the Soldiers' Home, Fortess Monroe and other points, the party returned to Norfolk, when the annual outing of the Ohio State Grain Dealers' Association came to an end. Free transportation was given by the Norfolk & Western road.

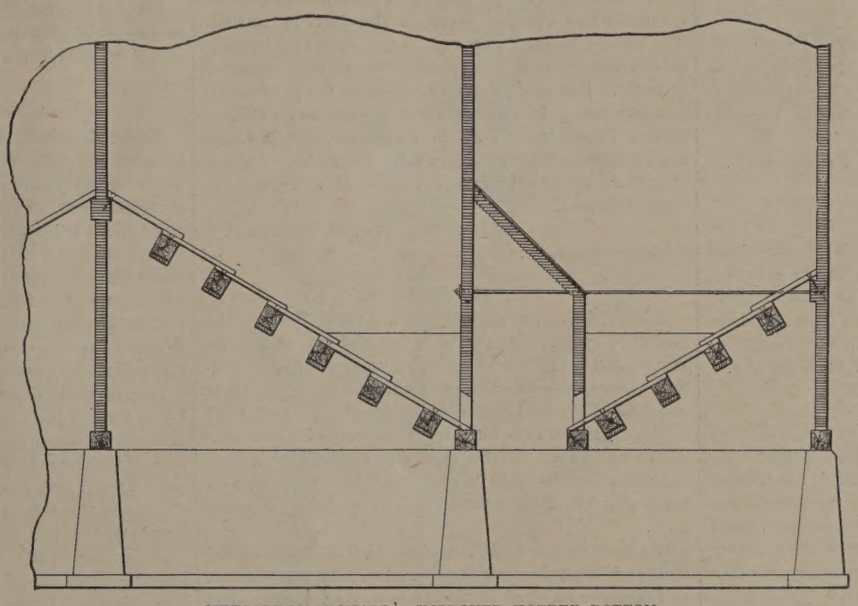
Among those present were: A. Stevenson, Columbus; H. Fitch, Columbus; M. Gunning, Chillicothe; G. N. Corthell, Tiffin; J. A. Cunningham, Tiffin; H. C. Roby, Plain City; W. H. Haner, Plain City; J. S. Haner, London; R. F. Chenoweth, London; C. F. Rankin, Piqua; E. A. Grubbs, Greenville; P. H. Harsha, Portsmouth; H. A. Grimes, Portsmouth; F. R. Slawson, Piqua; George Betts, Williamsport; L. Boggs, Circleville; A. L. Grigsby, Circleville; F. J. Wood, Lilly Chapel; C. R. Hunter, Mechanicsburg; E. N. Fullington, Marysville; J. W. Thatcher, Degraff; H.W. Skilies, Shirly; H. A. Jackson, Circleville; F. R. Bell, Circleville; L. A. Harvey, Van Wert; W. T. Mitchner, Van Wert; J. E. Montgomery, Van Wert; John J. Lentz, Columbus; S. B. Payne, Urbana; Wm. Redmond, W. Jefferson; W. Calkins, Mt. Sterling; F. P. Letherman, Kirkersville; E. Rowles, Pleasantville; S. Curtiss, Pleasantville; W. H. Ruble, N. Berne; B. W. Herrman, Columbus; E. C. Wagner, Columbus; F. Obetz, Columbus; J. F. Chamberlain, Columbus; Ogden Edwards, Troy; Jas. Anderson, Chillicothe; G. W. Whitehurst, Chillicothe; J. B. Seymour, Kenton; R. N. Elder, Springfield; S. D. Doney, Columbus; L. L. Lang, Columbus; F. P. Lucas, Xenia; J. H. Andrews, Cedarville; Morgan Johnson, Greenville; G. W. Brecount, Conover.

Representatives of the following firms were present: S. S. Daish & Son, Washington, D. C.; Pitt Bros. & Co., Baltimore; Chas. L. Todd, Richmond; Hodges & Co., Southgate & Co, and Jesse Jones & Son of Norfolk.

The next outing will take place in May, 1895.

METCALF-MACDONALD'S IMPROVED HOPPER BOTTOM.

The shrinkage of planked or cribbed walls in grain bins is one of the problems in elevator construction which is always present in new structures and must be carefully provided for, no matter how well seasoned the stock may have been when put in the building. This settlement, by means of joints squeezing together, is very considerable, especially when the bins are large and deep. Many of the large conveyor houses that have been built during the last few years have bins ranging from 60 to 90 feet deep, and contain from 10,000 to 20,000 bushels each. In such large bins the cost of making the bottoms self-cleaning or "hoppered" has been so great that owners have contented themselves with plain level floors and paying the cost of shoveling out such grain as would remain on them after it would cease to run through the spout.



METCALF-MACDONALD'S IMPROVED HOPPER BOTTOM.

The illustration given herewith shows the construction patented and used by the Metcalf-Macdonald Company of Chicago for large bins in conveyor houses. These bins are usually arranged in rows on either side of a conveyor, on which they must discharge their contents through the side nearest the conveyor. This necessitates having the bin hoppered or inclined all to that side, the upper end of the bottom floor often reaching 12 to 15 feet high on the wall. As these walls are planked from the foundation up it will be seen that a rigid construction in the bottom would be disastrous to the walls, or the bottom itself, when settlement took place.

In the Metcalf-Macdonald construction, as shown, the floor girders are supported by the cross walls with their upper surfaces laid in the oblique plane of the inclined floor. The heavy matched flooring which covers these girders is cut in pieces which reach only from one girder to the next adjacent. Only the upper ends of the floor pieces are spiked to the girders; the lower ends rest on and lap over the upper end of the floor pieces next below, making at this lap a slip joint, which accommodates itself to the settlement of the walls and girders without causing outward thrust on the bin walls.

At a recent meeting of the State Board of Railroad and Warehouse Commissioners at Chicago cuts were made in the salaries of employes and dismissals agreed upon. The chief grain inspector's salary of $291.67 per month was reduced to $250; supervising inspector's to $225; assistant supervising inspector's to $166; 13 track or second assistant inspectors' to $125; 23 elevator or third assistant inspectors' to $100.

A PERIODICAL CICADA, OR "17-YEAR LOCUST."

The fact that the periodical cicada, or so-called "17-year locust," is to appear in two great broods the present season is stated by a number of newspapers to have been announced by the United States Department of Agriculture, and these statements have caused some unnecessary alarm among those who do not understand the exact nature of the insect or who confound it with true locusts or so-called "grasshoppers," owing to the somewhat careless newspaper wording. The department has made no such public announcement the present year, although the cicada chronology published by Professor Riley in Bulletin No. 8 of the Division of Entomology in 1886 predicted an extended appearance of the insects in 1894.

The entomologist of the department has been interviewed on the subject and states that the damage done by these insects is, as a rule, quite immaterial, consisting in the slight cutting, breaking and deadening of the terminal twigs of fruit and shade trees by the females in the act of laying their eggs. The injury becomes serious only when the insects are exceptionally abundant and oviposit in young nursery stock. According to Professor Riley's chronology given in his first report on the insects of Missouri (1868), two broods are due in 1894, and the insects were to have made their appearance during the last week in May. Brood XII is composed of the 17-year form (Septendecim), and its last appearance was in 1877. It then occurred in the immediate vicinity of New York, Brooklyn and Jersey City, and on both sides of the Hudson River as far north as Troy, in portions of Connecticut, New Jersey, Pennsylvania, Virginia and the District of Columbia. Seventeen years previous to 1877 the insect was recorded in North Carolina, in Dearborn County, Indiana, and in Kalamazoo County, Michigan. The last three localities, however, were not substantiated by reports received in 1877. In all the localities above mentioned, cicadas may be expected during June of the present year. Brood XVIII is of the 13-year race (tredecim), and as with other 13-year broods, its range is in the more southern states, rather than in the northern part of the country. Its last appearance was in 1881, when it occurred in Southern Illinois, throughout Missouri, with the exception of the northwestern corner, in Louisiana, Arkansas, Indian Territory, Kentucky, Tennessee, Mississippi, Alabama, Georgia and North and South Carolina.

The larvæ, which live underground and feed to some extent upon the roots of plants, gradually rise to the surface of the ground when nearing full growth, and from about May 20 to June 1 they begin to make their appearance above ground in the nymph or pupa condition. They crawl up the trunks of trees, cast their skins, and the winged insect comes forth. The adults are prevalent for five or six weeks, and, as above stated, do some little damage to trees and shrubbery by puncturing them for the purpose of egg-laying. The eggs hatch in about two weeks, and the young larvæ drop to the ground, which they enter to begin their long subterranean life.

The entomologist of the United States Department of Agriculture will be glad to receive during the present season any accurate locality notes of the appearance of these insects, as he has been for many years engaged in mapping the exact distribution of each brood as it appears.

The State Railway Commissioners at their meeting in Washington adopted a resolution declaring in favor of competing carriers being "permitted to make lawful contracts with each other for the apportionment of competitive traffic or the earnings therefrom, provided that conditions and restrictions be imposed which protect the public from excessive and unreasonable charges."

PAY FOR ELEVATOR SITES ON LINE OF RAILWAY.

In response to the following inquiry we have received the replies which follow it.

"The last issue of the AMERICAN ELEVATOR AND GRAIN TRADE contains articles and letters from elevator men, bearing on the taxing of elevator men for sites on railway rights of way; also the giving of rebates to elevator men for all grain shipped. We would be pleased to have your opinions on this subject for publication.

"How often and how much have you been asked to pay, and how much rent have you paid for elevator site? What is your lawyer's opinion as to the legality of levy made by the Illinois Central Railway?

"Why would you not be willing to join with other elevator men along the Illinois Central and fight for fair treatment? What plan of action would be likely to effect a discontinuance of the extortion and secure the return of the money wrung from the elevator men?"

THE BIGGEST HOG.

Editor American Elevator and Grain Trade:—I think the Illinois Central Company is set down about right when it is called the biggest hog of all railroads. I have been paying my $5 per year for the last four or five years, and I suppose I will have to continue to do so. W. F. L.

DO NOT PAY RENT.

Editor American Elevator and Grain Trade:—We have never paid rent for our elevator sites here, as the railroad company never asked any. We think that elevator men should receive some preference from the railroad company over "shovel dealers."

Yours, SMITH, PATTON & Co.
Orchard, Iowa.

WILLING TO ASSIST.

Editor American Elevator and Grain Trade:—I am paying $5 yearly for my lease of land on the railroad, and I consider it robbery. I would be glad if there could be some way of reducing this sum, and am willing to do my part to bring such an end about.

Yours truly, H. W. TAGGART.
Rutland, Ill.

OWNS ELEVATOR SITE.

Editor American Elevator and Grain Trade:—My elevator and cribs stand on my own land. I sympathize with those who may be forced to pay exorbitant rents to the Illinois Central Railroad Company, but I think that in justice to other taxpayers their property should not be exempt from taxation because of its being on the Illinois Central right of way.

Having no personal interest in the matter, I must ask to be excused from participating in the discussion.

Yours truly, M. R. ALLSUP.
Maroa, Ill.

PAID THIS YEAR FOR THE FIRST TIME.

Editor American Elevator and Grain Trade:—In regard to the lease of elevator sites along the different railroads, and especially along the lines of the Illinois Central, we would say that we have only taken out a lease this year on the ground on which our elevator is located, and as the charge of $5 is, in most cases, we think, on ground of considerable value, we have not made any opposition to the imposition of the rate. Yours respectfully,

R. G. & C. H. RISSER ELEVATOR COMPANY.
Kankakee, Ill.

SOMETHING MUST BE DONE.

Editor American Elevator and Grain Trade:—We acknowledge the receipt of the AMERICAN ELEVATOR AND GRAIN TRADE, and like it. We have an elevator with a lumber yard in connection on the Illinois Central Railroad and one on the B., C. R. & N. Last year the Illinois Central people made two leases, one for elevator and cribs and one for lumber yard, and squeezed $10 out of us—$5 for each lease. This year they have included both in one lease and charge us $5. On the B., C. R. & N. we are not asked anything for lease.

We think that the Illinois Central Company is bulldozing the people in the grain business on their lines in charging for leases, as no other company that we know of is doing it. Farmers in our vicinity are getting track bids and prices current from Chicago firms right along. One firm sent a man through here soliciting from the farmers.

Unless there is something done the elevator business in the country will be a thing of the past in less than ten years. We say, organize, and at least try to do something. O'C. B. & Co.

RENT ADVANCED LAST YEAR.

Editor American Elevator and Grain Trade:—I have to pay a rental of $5 per year for the use of the land on which my elevator and warehouse now stands. The charge was $3 up to last September, at which time it was advanced to $5. I am now compelled to sign a regular cut-throat lease, agreeing to pay all taxes and assessments, ordinary and extraordinary, general and special, that may be assessed on said premises, and protect said property and contents against all dangers to which they may be exposed from fire by reason of the proximity of said premises to the railroad operated by the lessor, etc.

Yours truly, A. F. FOLL.
Lena, Ill.

SHOULD REFUSE TO PAY.

Editor American Elevator and Grain Trade:—While the C. & A. makes no charges for ground rent, the Illinois Central very unjustly demands a new lease each year for which it charges $5, even if the ground is only 30 feet square. Such a demand is unjust. The ground was all donated to the road, and in most cases those who gave the ground the railroad promised to favor. But now comes the demand for $5 from all elevator men. I have two small houses on an Illinois Central branch from here to Kankakee, and the railroad company demands $10 a year for them. I think that if we would all refuse the railroad would not demand the rent.

WM. B. PROBASCO.
Bloomington, Ill.

PAY RENT WILLINGLY.

Editor American Elevator and Grain Trade:—We pay $5 per year for the lease of ground on which our two elevators are built. We do not see why the Illinois Central should not have a nominal rental for their ground. We could not rent as large a piece of land in the center of this city from anyone else for any such small sum. To our minds the stealage in Chicago by short weights is of a great deal more importance to grain shippers than this $5 per year for leasehold.

We have no complaint against the Illinois Central Railroad. They furnish us cars and car doors promptly, and we have enjoyed better rates east all winter that the competing road, the C. & A., gave its shippers. We used to have a great delay getting cars delivered to Chicago several years ago, but since they weeded out old fossils like Tucker, and got new and younger men at the helm, everything runs smoothly.

If you are going to start a crusade against anything we would advise you to go against the shortage in weights at Chicago elevators. That is of greater moment to us than anything else.

Yours truly, HOWE & TISDALE.
Wenona, Ill.

ONE WAY OF HOLDING UP GRAIN MEN.

Editor American Elevator and Grain Trade:—I have read the articles in the May number of the AMERICAN ELEVATOR AND GRAIN TRADE in regard to the taxation of elevator men for sites on railroad rights of way, and I fully agree with the sentiments and arguments expressed therein.

The elevator men are not treated justly, that is certain; but how to prevent the small, petty arbitrary proceedings of the railroad companies in charging for elevator sites I do not know. It is one way of "holding a man up," and in their greediness squeezing the last possible cent out of him.

Previous to last year I paid the Illinois Central $1 yearly for lease of ground for elevator, supposedly to pay for making out papers. Last year I paid $5, and when my lease expires next month I will probably have to pay the same or more. I have nothing to write for publication, as I do not know of any plan by which to fight this matter. I would be willing to join with other elevator men to fight for fair treatment.

I fully appreciate the interest you take and the good work you are doing in this matter, and I hope some plan may be devised by which we may get rid of this petty robbery.

Yours truly, C. F. AUSTIN.
Tonica, Ill.

WOULD GLADLY JOIN COMBINATION AGAINST EXTORTION.

Editor American Elevator and Grain Trade:—I had not been asked to pay rent for land on railroad right of way until this spring, when a request was made for $5 for a lease. I wrote to Division Superintendent Dixon of Cherokee that I thought the demand unjust, as my business brought a continual revenue to the Illinois Central Railroad Company. I also called his attention to the fact that stock shippers were not only given free use of railroad land, but were also supplied with yards and scales that were kept in repair by the railroad company, and that it seemed to me unjust discrimination.

Mr. Dixon replied that he could only enforce the orders of his superiors.

One coal dealer and myself refused to sign the leases, when in a few weeks we received notice from Mr. J. F. Duncomb, railroad attorney, that we would be compelled to pay the $5 or quit the possession of railroad land. So we finally paid the required tax.

I would be glad to join with other dealers and make an effort to secure from the railroad company what justly belongs to regular shippers.

IOWAN.

A BLOOD-SUCKING DEAL.

Editor American Elevator and Grain Trade:—I am in favor of grain dealers organizing. I am member of two organizations now, and, unlike your Kansas correspondent, I cannot say that I have not derived any benefit from such membership. On the contrary, I have never attended a meeting but that I have derived some benefit from it. If the grain men will organize and attend meetings they can do a great deal—that is, if they mean business. The great trouble is that the grain men will not trust each other, even in their own markets.

Let the grain dealers organize in every locality and try it for one year. We could meet every month to talk over business. Then when our organizations are of sufficient strength we could call a general meeting once a year, and it would not be long until we could dictate to the railroads and obtain a hearing with our legislators as well as they.

As for the rental for sites, I think it is a blood-sucking deal; but of course we have to pay rent or lose our site. I think that a regular shipper, who has a good house and makes a market the year round, ought to have a rate at two cents less than a track man who is in and out, or a farmer who orders a car to-day and takes a week to fill it, as I have known them to do.

Yours truly, E. J. EDMONDS.
Marcus, Iowa.

A TEST CASE WOULD RESULT FAVORABLY.

Editor American Elevator and Grain Trade:—The writer noticed in the May issue of the AMERICAN ELEVATOR AND GRAIN TRADE articles in regard to the charges demanded by the Illinois Central Railroad Company from elevator owners and operators along its lines for leases of ground occupied by elevators.

As we have been at the mercy of the Illinois Central (and woe to the business man who is!), we take this opportunity of venting our feelings against this unjust tax that the Illinois Central has taken advantage of its opportunity to exact from the elevator men who have had the misfortune to build on its right of way.

The agents along the line are instructed in this wise: To tell the elevator men that it is considerable work and expense to keep a record of all the leases along the lines, and $5 is just to pay the expenses of keeping the records. But it is safe to say that had the Illinois Central notified each elevator man when he built his elevator that he would be taxed $5 per year, there would have been very few elevators built on its right of way.

The one great point that the Illinois Central seems to have lost sight of is the fact that the elevator is as much and more its warehouse as the grain man's. All the grain received there is loaded into the rail

road company's cars, and instead of putting a charge on the elevator man the railroad company should encourage him by giving a premium on each car shipped over its road.

The writer firmly believes that a test case would result in favor of the grain elevator men, and that they could collect back the amounts already paid in.

ILL. TAXPAYER.

FAVORS COMBINED ACTION AGAINST PAYING RENT.

Editor American Elevator and Grain Trade:—Regarding the matter of the Illinois Central Railroad charging rent for elevator sites along its lines, I have always considered it an outrage upon the elevator men. From the very first demand from the railroad I have been in favor of fighting it to the end. I have my doubts whether, if legally tested, the railroad company could collect a cent in that way. I held off from the very start and refused to pay the rental demanded for some time, but finding that nearly everyone was paying, I finally paid, under protest.

I would certainly be in favor of an organization of the elevator men along the line charging rent for elevator sites, and absolutely refuse to pay any rent. My idea of an organization would be to divide off into divisions along the lines. For instance, on the main line from Chicago to Cairo make three divisions, from Cairo to Centralia, Centralia to Champaign, and from there to Chicago, and other lines in about the same way.

We could have all coal dealers join with us, which they will gladly do, and after this is done let there be a meeting held, with a committee from each division to report the success along their part of the line. The said committees should be empowered to take such action on the matter as they would deem proper.

If there is anything to be done, consider me in the fight to stay.

Yours, S. L. WOODWORTH.

Arcola, Ill.

HAS FOUND RAILROADS APPRECIATIVE.

Editor American Elevator and Grain Trade:—I am now out of the grain business after having spent some twenty odd years in the trade. I never paid for any lease of land on a railroad right of way, and never knew of any dealer doing so. I have always found railroad companies appreciative of a live man on their line, and ready to manifest their appreciation.

If the large number of "kickers" about railroad companies would look for the good in railroad managements, as more people should in everybody, they would be happier, richer and better citizens in general.

As for rebates, I see no reason why men with their money invested in railroad property should not run their own business the same as any class of men. Competition has taken care of the people's interests as to rates. Look at the steady decline in rates for the last two decades.

I see no class that has been benefited by Interstate Commerce Laws. A class—Coxeyism—howled for rigid control of railroads. Are they benefited any? All the world does well when all classes prosper, not when one section, one class of business, one class of people, prospers at the expense of another. Therein lies one of the great fundamental principles that so widely marks our two great political parties, a line as plain as the distinction between James G. Blaine and John C. Calhoun, or between pure and holy right and evil, blighting wrong.

Yours truly, ISAAC TUCKER.

Iowa Falls, Iowa.

ORGANIZED EFFORT NEEDED.

Editor American Elevator and Grain Trade:—I am glad to learn through the columns of your valuable journal that some of the abuses of the country grain trade are being earnestly agitated. The relation that the country elevator man bears to the producer and consumer, and especially to the railroad companies, is of the utmost importance. They are, or should be, mutually interested.

When a railroad company imposes a rental on shippers who invest their money in building and machinery and thereby greatly facilitate the movement of crops (a convenience that could hardly be done without), for a spot on their station ground to be used for the above purpose, it surely is unjust. What is unjust should be unlawful; but whether it is unlawful is a question for the courts alone to decide. There seems to be no law in this state bearing directly on the case, and lawyers with whom I have talked think there is much room for argument on both sides.

The grain man is not supposed to be prosecuting his business merely for his health, nor altogether for the benefit of the railroad companies; and the railroad companies surely ought to be satisfied with the benefits accruing from their mutual relations, without exacting a money consideration from the grain men.

Last year we paid $5 rent for our site, and I suppose we will have to renew our lease on the same basis this year.

The question of rebates to elevator owners is, in my opinion, more important, though closely allied to the question of the imposition of rental tax for elevator sites. The elevator owner should be given some consideration by the railroad company to protect him against the transient "scoop shovel" competitor, who comes along and, in the very best time of the season,

THE RUSSIAN THISTLE.

squats down for a short while with nothing invested. He has cars held for his convenience for two or three days at a time, while the elevator man is asked to load out his grain between trains.

The best means to be used in getting these wrongs righted is a great question. That they will never be entirely righted is quite probable. In my opinion it would result in no good, and perhaps lead to harm, to use legal measures with the railroad companies at present; but if shippers will organize and work together in harmony, and appeal to the railroad companies for fair treatment, some good might be accomplished. Then, too, we might lobby for laws to be enacted in our interest.

All incorporated towns have laws requiring peddlers and transient merchants to pay a license for the protection of home merchants. Why not give grain men protection on the same principle? But if shippers would accomplish anything for their own protection they must work earnestly and together for it.

IOWA GRAIN SHIPPER.

We are indebted to Mr. Chas. B. Murray for a copy of the "Cincinnati Price Current's Statistical Annual for 1894." It gives grain trade and commercial statistics, etc., for the year ending March 1.

THE RUSSIAN THISTLE.

The Russian thistle. which has threatened to monopolize large portions of the soil in some districts of North Dakota, has also pricked the thin skin of several congressmen who have paternalistic ideas. This thistle or cactus has caused considerable trouble in the Northwest during the recent years, and during the present session of Congress attempts have been made to appropriate money to exterminate it.

We illustrate herewith one of the many branches of the Russian thistle as it appears in the autumn after maturity; one cut represents a branch of the young plant, soft and tender, the other represents a mature ripened seed, considerably enlarged. Hon. Nelson Williams, commissioner of agriculture for North Dakota, has just published a report of the cactus committee appointed by the governor which contains a brief account of the pest, with approved methods for combating it.

GRAIN ELEVATORS AS INSURANCE HAZARDS.

Knowing that the Millers' National Insurance Company of this city carries a large number of elevators on its books, a representative of the AMERICAN ELEVATOR AND GRAIN TRADE lately interviewed Col. W. L. Barnum, the secretary of the company, as to its experience with elevator risks. Among other things Col. Barnum said:

"Our company has never discriminated against elevators, but has written them as freely as flour mills, but of course under the same conditions as to inspection, protection, etc., as flour mills. The Millers' National Insurance Company probably has more elevators on its books than any other American company, but it is obliged to discriminate in the risks. To do otherwise would be a policy sure to be followed by disaster, just as the indiscriminate writing of all classes of flour mills would be.

"The board rates on elevators are, generally speaking, low as compared with the rates on other risks. With the present rates on elevators, there is no money for stock companies in insuring elevators as a class. It is only by sifting them that the rate can be made adequate. I know of instances where elevators that are veritable fire traps get a rate of 2 to 2½ per cent. One case in particular, where an elevator is located on a spur track on one side of the railway and a new Western Roller Mill is located on another spur on the other side. The flour mill is comparatively a good risk and the elevator is an example of how bad a risk may be. We would not write the elevator at all, but we regard the mill as a fair risk. Yet the board rate on the mill is more than twice that on the elevator.

"But there are plenty of good elevator risks, and a great many more that could be made good by slight changes. There is no reason why the good ones should be made to suffer for the shortcomings of the poor ones. Last week we placed policies on a large number of elevators in the Northwest. They are largely flat warehouses without any motive power, or using horses for the elevating that is done.

"There are two classes of elevator risks that we do not wish to insure at all. The first is elevators that do their shelling on the premises, where the heaps of cobs and volumes of combustible silk and chaff are an invitation to a spark from a locomotive or a tobacco pipe. The other class is the elevators on the railroad right of way, where leases have been signed waiving all claims of damage against the road. Of course such a clause in a lease will not be sustained in court, and the company could subrogate under the policy and collect from the railroad in case the loss was caused by railway's locomotive or employes. But the Millers' National Insurance Company does not care to indulge in lawsuits when it can help it, so we simply don't care to insure elevators that are hampered by such a clause in the lease of their sites. With the exceptions noted, we have elevators on our books ranging from the flat warehouse in Minnesota to the terminal elevators in Chicago, from the Rocky Mountains to the Atlantic Ocean, and our experience has been satisfactory with this class of business."

A PECULIAR RAILROAD TARIFF ON GRAIN IN GERMANY.

The American Consul, writing from Madgeburg, Germany, says: The abolition of special tariffs on grain has been decided upon, to take effect probably on August 1, 1894, or perhaps even sooner. It is thought therefore that a short description of the system of special tariffs may be interesting.

The Eastern and Northeastern portion of Germany is largely a farming country. The land is held, not by small owners, but principally by the nobility. As wages are low, all kinds of grain can be produced there more cheaply than in any other part of Germany. In the year 1891, when the crops throughout Germany failed, these parts of the country had a surplus, and to make this surplus more accessible, and to help the western and southern parts of Germany to obtain cheaper bread, the Prussian State Railways introduced the special tariffs (*Staffel Tarife*), partly on their own accord and partly at the instance of the conservative party, which is largely composed of large farm owners.

The system was as follows: Instead of charging a fixed rate per kilometer, as formerly, the rate was decreased as the length of the trip increased. Thus, the charge for transporting one ton (2,200 pounds) one kilometer (0.621 miles) was fixed at 4½ pfennigs (1.07 cents) for the first 200 kilometers (124.2 miles), 3 pfennigs (0.71 cent) for the next 100 kilometers (62.1 miles), and 2 pfennigs (0.47 cent) from 300 kilometers (186.3 miles) upward. For example, to transport one ton of grain 200 kilometers costs 200×4½ pfennigs, or 9 marks; to transport the same 600 kilometers costs only twice as much, or 18 marks, as follows, viz.: The first 200 kilometers, 200×4½ pfennigs, or 9 marks; the next 100 kilometers, 100×3 pfennigs, or 3 marks; the next 300 kilometers, 300×2 pfennigs, or 6 marks; total, 18 marks. In other words, the railroad carried the grain over a long distance free. For the last 200 kilometers the neighboring farmers had to pay 9 marks.

This system worked well during the famine year, and was not complained of, but when better crops were harvested, the farmers in Western and Southern Germany felt the competition of this eastern grain, which was flooding their markets by reason of the cheap freight rates, and was depressing prices. Land is worth more in Western and Southern Germany, wages are higher, and consequently the product is dearer, and it could not compete with the Eastern grain under the circumstances. Complaints became so loud that a movement was started, headed by the Bavarian interests, to have the system abolished, and the Prussian Government (this is not an affair of the empire), seeing its justice, withdrew the concessions made for the transportation of eastern grain. Prussia was, in a certain sense, forced to do so, as under the new Russian treaty, the same privileges would have been accorded to Russian grain, and the southern delegates would probably never have voted for the Russian treaty unless they had been assured of the abolition of these special tariffs.

THE RAYMOND GAS ENGINE.

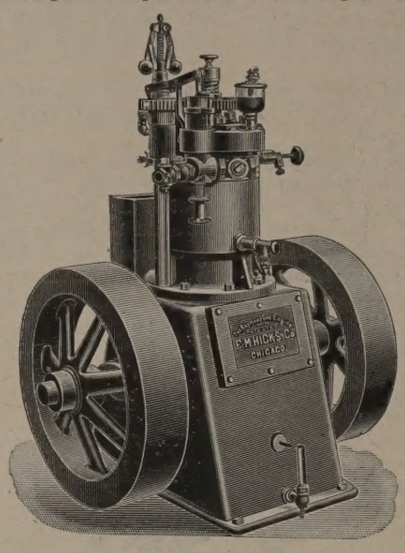
Those who are contemplating the installment of a new motive power in their elevator or mill should look to the efficiency, economy and general reliability of a motor. These points are essential features of the gas engine, and, combined with simplicity and neatness in design and great durability, are claimed for the engine herewith illustrated.

The Raymond Gas Engine, manufactured by F. M. Hicks & Co., Chicago, is made in three styles. Style A, shown in the cut, is built in sizes from ½ to 20-horse power, single cylinder. Engines of double cylinder, giving a double number of explosions, are also made, and with a greater power.

With the double cylinder a steadier and more even running can be obtained, and the engine can be safely operated under a load at the following high speeds: One-and-a-half-horse power, safe speed 1,200 revolutions per minute; 3-horse power, 1,000 revolutions; 6-horse power, 850 revolutions; 12-horse power, 800 revolutions; 30-horse power, 550 revolutions; 50-horse power, 500 revolutions.

The makers claim that this showing is unequaled and when such efficiency is coupled with economy in gas consumption and reliability in working a most desirable power is obtained. The Raymond Engine is provided with a patent automatic starter which puts it in motion in an instant, and the speed is regulated without stopping. The valve action is a rotary motion; the valves are automatically oiled and operated in such a way that frequent grinding is unnecessary.

Electric ignition is used, and the engine is so proportioned as to have the least possible cooling surface when the gas is compressed, thus reducing the radiation of heat through the walls of the explosion chamber and obviating the necessity of a loss of power thereby. The compression is the highest that can be obtained; and the higher the compression the greater is the power of explosion and the tighter the valves become. The amount of gas used to the load is regulated by a governing device which insures economy and even running.

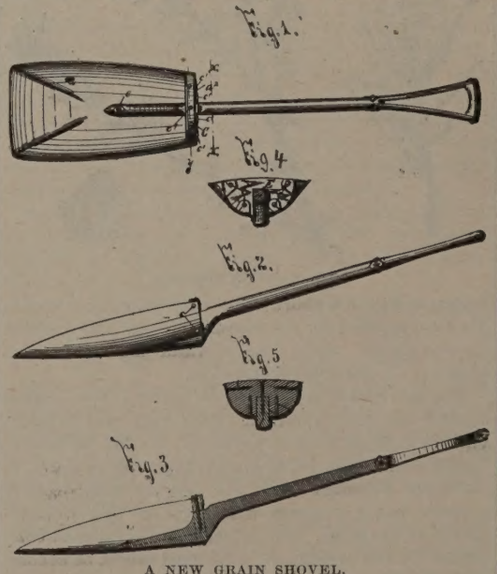


THE RAYMOND GAS ENGINE.

Complete details and full particulars regarding this machine may be obtained from the manufacturers, F. M. Hicks & Co., 386-388 Throop street, Chicago.

A NEW GRAIN SHOVEL.

James Cliff of Scriba, N. Y., has invented a shovel for shoveling grain and like materials. It is a simple and effective device, extremely economical in manufacture, efficient in use and durable in wear. The invention consists in a blade having upturned side edges, a central socket or depressed bearing face at the rear of the plate, a head secured to lugs formed upon the rear edge of the blade and provided with a central opening, and a handle inserted through said opening and registered with the socket in the top face of the blade.



A NEW GRAIN SHOVEL.

In the accompanying drawings like letters indicate corresponding parts in all the views. *Figs.* 1, 2 and 3 represent respectively top plan, side elevation and longitudinal vertical section of the shovel. *Fig.* 4 is a sectional view, taken on line —*x*—*x*—, *Fig.* 1. *Fig.* 5 is a sectional view, taken on line —*y*—*y*—. *Fig.* 1 is a longitudinal view of the blade.

A scoop particularly adapted for shoveling grain and like material must be extremely light in weight, durable in use and capable of supporting a large amount of material. To meet these requirements the blade of this improved scoop is composed of thin material having upturned side edges which constantly increase in height from the front to the rear edge of the scoop, an upturned rear head having a central opening, a socket or depressed bearing in the front face of the blade, and a handle passed through said opening and registered with said socket.

The blade, for the sake of economy and ease in manufacture, is composed of sheet metal having upturned side edges which increase in height from the front to the rear extremity of the blade. The front edge of the blade is formed in substantially a straight line, and the rear edge is of less width than the forward edge, thus causing the sides to swell outwardly between the front and rear edges. At the central portion of the top face of the blade and extending from its rear edge to substantially the central point thereof is a depressed socket or bearing having side walls. The rear side or head of the scoop, which is composed of wood, is secured in position by means of nails adapted to pass through the head and lugs projecting from the rear edge of the blade. The forward extremity of the handle passes through the opening directly above the socket or recess, and is registered with the socket, thereby having a bearing against its sides extending half the length of the blade, and serving to obviate all liability of independent lateral movement of the blade. A rivet and a nail secure the forward extremity of the handle respectively to the central portion of the blade and to the head.

Upon reference to *Figs.* 3 and 5 it will be noted that the portion of the handle which passes through the head is rectangular in cross section, and that the opposite extremities of the handle gradually taper from said portion, the forward extremity extending in line with its lower edge and the rearward extremity in line with its upper edge. This handle is composed of wood, and a portion of its outer end is sawed or split lengthwise, forming the arms which are held apart at their outward extremity by a brace, and are prevented from splitting at their inner extremity by a band or clip.

By this construction of the parts the blade is rendered very capacious, the handle has a long bearing or securing surface extending from the rear edge of the blade to substantially its central portion for firmly attaching the blade and handle together, and causing the weight to be supported without liability of excessive strain upon the scoop. This latter feature is one of great advantage, since, in order to produce an extremely applicable grain scoop, it must be formed of very light material, and, as heretofore constructed, scoops composed of extremely light material have been very liable to become broken or strained, owing to the difficulty in firmly securing together such light material.

As crops in Southern Iowa, Southwestern Nebraska and Northwestern Kansas are suffering for want of rain, the Rock Island road, it is reported, has begun rainmaking experiments in those sections under the supervision of C. B. Jewell.

Datlip Bottger has brought suit against L. L. May & Co. at St. Paul, Minn., to recover $600. Mr. Bottger bought from May three ounces of what was supposed to be cauliflower seeds. Farmer Bottger planted his seeds and sat down and awaited developments. Forthwith nature performed her miracle; tender little leaves poked their tiny heads above the ground, and the plants commenced to fulfill their mission. One bright morning as Mr. Bottger gazed on his delicate sprouts the thought occurred to him that it was a very peculiar cauliflower that he was nurturing. In fact, when the plants grew and waxed big there was a fine crop of robustious rutabagas. The farmer may not want the earth, but the product thereof is his'n. Bottger expected to realize $600 from his cauliflower, hence the suit.

BELT LINE ELEVATORS AT SUPERIOR.

Three years ago Superior, Wis., possessed one small mill. The first elevator was erected at that place in 1886, and in the last month of that year the first train-load of wheat was received. Since then the growth of the business at Superior has been phenomenal, until to-day her elevators have a total capacity for 14,675,000 bushels.

Superior stands at the head of lake navigation, and is one of the nearest marine cities to the wheat producing area of the Northwest. Transportation from the head of Lake Superior to the seaboard via the lakes and the Erie Canal makes railroad competition next to impossible. This, of course, encouraged an increase in the city's elevator capacity. From the first of April, 1893, to the end of March, 1894, 24,052,372 bushels of grain were received at that port, and 16,910,444 bushels shipped. The opening of the Superior Board of Trade May 1 was a second birth for the grain business of the city, and there is no fear of a cessation of its rapid growth.

Hurried as has been the erection of Superior's elevator buildings, they are among the finest in America. Two splendid examples of the modern elevator may be seen in the Belt Line System, an illustration of which we are enabled to present through the courtesy of Mr. Kirby Thomas, editor of the Superior *Evening Telegram.*

The Belt Line Elevators were projected by the Harrington Elevator Company of Minneapolis, and the contract let to the Barnett & Record Company, who successfully fulfilled their contract in the winter of 1893. The elevators are designated the "M" and "N," the working elevator and the annex, and have a total storage capacity of 2,500,000 bushels.

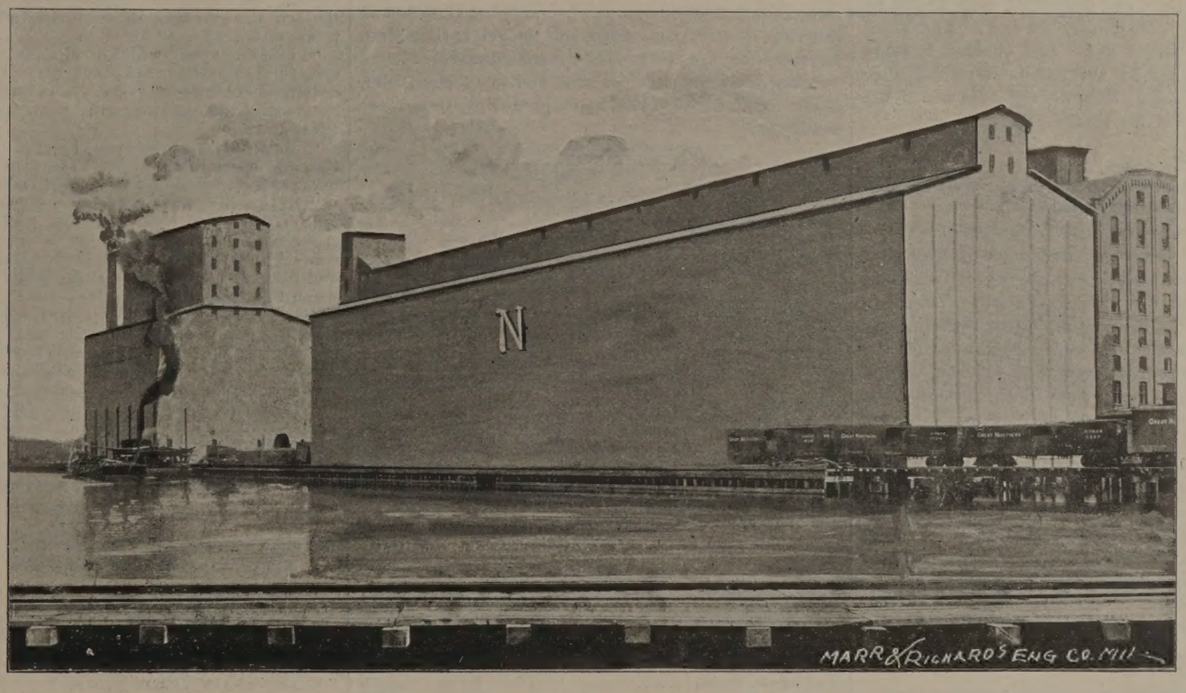
The power house is of the latest fireproof construction, built of brick, one story high, and has a brick smokestack. The roof is supported by I beams and corrugated iron arches. It contains a battery of three horizontal tubular boilers fitted up with patent rocking grates and Argand Blowers, so that the finest coal sweepings or waste can be used with economy in making steam.

The engine room contains a Reynolds' Compound Condensing Engine, which runs the machinery of the entire plant, an Ideal Engine that runs the dynamo which supplies the electric lights for the buildings and dock. There is here a large fire pump which feeds a complete Grinnell Automatic Sprinkler System with standpipe; also other necessary pumps, condensers, switchboards, gauges, etc. There is a separate fireproof oil room, and adjoining the engine room is an office. The elevator buildings are covered with heavy galvanized iron.

In the working elevator the quiet running ropes which transmit power from the engine shaft to the main line on the first floor and to the two lines of shafting in the top of the cupola are noticeable. On the first floor are located several large wheat cleaners. Two tracks pass through the house, and there is one track on each side.

There are four receiving sinks on each inside track. Eight pairs of power shovels are used in removing the grain from the cars. The cars are drawn in and out by two spool car pullers capable of pulling from 15 to 20 loaded cars. Two smaller spools carrying smaller ropes draw the large ropes from the spools to their full length along the tracks, making the handling of cars the work of but a few men. Cars can be loaded on either or all of the four tracks at the same time. On the dock side of the house are seven loading spouts, by which 60,000 to 90,000 bushels can be loaded into a boat in an hour.

From the eight receiving sinks eight elevators take the grain and deliver it into eight 1,400-bushel garners at the top of the four-story cupola.



THE BELT LINE ELEVATORS AT SUPERIOR, WIS.

On the second or scale floor are eight sets of 1,400-bushel hopper scales with Fisher attachments. These receive the grain from the garners; thence the grain is delivered to eight Mayo Patent Double Swivel Distributing Spouts in the story below. The cupola containing this machinery is supported directly from the first story framing on columns that extend through the bins, so that the settling of the cribbing does not affect the cupola or the machinery.

Six of the elevators used have an elevating capacity of 6,000 and two of 9,000 bushels per hour. The boat shipping bins of 75,000 bushels' capacity can be reached by all the elevators and scales and distributers, thus giving the house an unusually large and rapid handling capacity.

Elevator "N" is located 200 feet from the "M." It has a storage capacity of 1,500,000 bushels. They are connected by a fireproof tile gallery through which runs a belt conveyor about 1,400 feet long and having a capacity of 18,000 bushels per hour. This conveyor can be run in either direction. Portable loaders, trippers and other devices are placed in position along this conveyor, making the movement of the grain easily controlled.

At the end of the annex nearest to "M" is an elevator leg having a capacity of 18,000 bushels per hour, or the full capacity of the conveyor from which it receives the grain, raises it 100 feet and discharges it on another conveyor of like capacity in the cupola of the annex. From this conveyor the grain passes through a tripper into any bin desired. Grain can be taken from any bin in either house and returned to the same bin with one elevation. The large elevator leg receives grain from the lower conveyor running in or out of the annex, which allows the grain in the annex to be moved without sending it to the working house.

Manila rope is used for all connections of much length for the transmission of power. All the machinery throughout the buildings is provided with friction clutches so arranged that any elevator, conveyor or machine can be stopped or started as desired without leaving the working floor of the elevator. The system of speaking tubes, electric bells, etc., is very complete. A passenger elevator is in one end of elevator "M."

The Belt Line Elevator Company lays claim to having two of the best arranged and equipped and most thoroughly built elevators in the Northwest, if not in the world. The company is in a prosperous condition and looking for an increase in its large business.

The Terminal Elevator Company's plant which was built by the Barnett & Record Company at the same time on an adjoining dock is an exact duplicate of the Belt Line Elevators and has a capacity of 2,500,000 bushels. The houses are known as elevators "K" and "L." The plant is owned and operated by the Cargill Elevator Company of Minneapolis.

HAY IMPORTS EXCEED EXPORTS.

Hay aggregating 6,182 tons, valued at $52,890, was imported during April, according to the last report of the Bureau of Statistics, against 12,161 tons, valued at $111,943, imported during April, 1893; and during the ten months ending with April 64,178 tons, valued at $570,082, were imported, against 82,989 tons, valued at $755,930, imported during the corresponding months ending with April, 1893.

Of imported hay we exported none in April or in April, 1893; and during the ten months ending with April 229 tons, valued at $2,026, were exported, against none exported during the corresponding months ending with April, 1893. We exported 5,704 tons of domestic hay, valued at $91,264, during April, against 2,179 tons, valued at $34,278, during April preceding; and during the ten months ending with April 46,191 tons, valued at $752,082, were exported, against 27,839 tons, valued at $439,508, exported during the corresponding months ending with April preceding.

There are wild rumors of war between the grain dealers and lumbermen at Winona, Minn. The air is heavy with threats and challenges, and a base ball game between the opposing parties is imminent.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WHO WILL SUGGEST BEST PLAN FOR MUTUAL COMPANY?

Editor American Elevator and Grain Trade:—I would favor the organization of an elevator men's mutual fire insurance association by the best Iowa grain men. My insurance is about 3¼ per cent., and a large item in my expense account. Other steam power elevator risks are probably about the same.

I think this expense could be reduced one-half by a thorough organization of careful and prosperous grain men and elevator owners. The insurance I do carry is at a high rate, and may and may not be reliable. The latter is frequently the case. Mutual insurance would be better, safer and cheaper if properly started and properly controlled. Who will come out with the best plan through the columns of the AMERICAN ELEVATOR AND GRAIN TRADE?

F. A. SCOTT.

Eagle Grove, Iowa.

A NATIONAL ELEVATOR MUTUAL WOULD BE PROFITABLE.

Editor American Elevator and Grain Trade:—While there seems to be some discrimination in insurance rates on elevators and grain, on the whole I consider the rates reasonable for the risk assumed. An elevator men's mutual fire insurance company will not pay if the risks are confined to Iowa elevators, for the reason that I believe the premiums received during the past ten to fifteen years have not paid the losses on that class of property, to say nothing about the expense of carrying on the business. I believe, however, that a company of a national character can be organized and operated with profit to its members.

I question very much whether a company could be organized that would receive the support of much over half the elevator men in the western states. The millers' mutual companies have been making large savings to the owners of flouring mills, and while nearly all the large millers have exhausted the limit of the mutual companies, they do not receive the support they deserve.

Yours truly, J. G. SHARP,
Secretary of the Millowners' Mutual Fire Insurance Company of Iowa.

Des Moines, Iowa.

MOBILE WANTS AN ELEVATOR.

Editor American Elevator and Grain Trade.—This port has now a practical depth of water from its wharves to the sea of 23 feet to the gulf ports, and is second only to New Orleans in depth of water. It has ample river front available and accessible to three lines of railroads reaching directly or through their connections the great grain centers of the Mississippi and Missouri valleys. With these advantages, together with rail rates assured on grain for export from all the important grain markets of the West as low as those which have enabled New Orleans to reach such prominence as a grain exporting seaport, there is no reason why the city of Mobile should not handle large amounts of grain for export, except the want of proper elevator facilities for storing and placing the grain in sea-going vessels.

In this connection it might be well to call attention to the fact that this city is nearer by rail lines already constructed and operated to St. Louis, Mo., Chicago, Ill., Kansas City, and Des Moines, Iowa, than any Atlantic or other gulf port. For the reasons stated, Mobile absolutely requires a grain elevator. But none of her citizens have had any experience in the grain exporting business or in the construction or management of elevators, and prefer to offer, in addition to the natural advantages which careful investigation will show are possessed by this port for the business, a cash bonus or subsidy of $15,000. This amount will be paid in cash to any responsible party, firm, or corporation who will construct at a suitable point in or near this city a grain elevator having a capacity of 250,000 bushels. The subsidy will be paid upon the completion of the elevator ready for business. The money will be collected and placed in bank pending the construction of the elevator, and paid out upon the order of the elevator committee, which committee will enter into a regular written contract with parties who undertake the enterprise.

Nearly $11,000 of the bonus has already been subscribed, and the moment we are in a position to assure the citizens of our city that we have a responsible party who will contract to build the elevator the remainder of the fund will be obtained.

Yours truly, W. T. WEST,
Mobile, Ala. Secretary Commercial Club.

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—These are great times for dealers in oats. Oats are selling for 50 cents once again, and it looks as though the price would linger around that figure until the new crop comes in. The present aspect of hay in New England leads us to look for a successful crop. The trade in mill feeds is quiet, as is to be expected at this time of the year. Sales of sacked spring bran for season shipment have been reported at $15.25.

Receipts and exports for the month of May, 1894, as compared with those of the preceding year, were as follows:

RECEIPTS FOR MAY.

Articles.	1894.	1893.
Cotton Seed Meal, tons	22	113
Corn, bushels	616,211	534,362
Wheat, bushels	913,248	771,969
Oats, bushels	520,391	418,267
Rye, bushels	545	1,560
Mill Feed, tons	2,501	1,496
Oatmeal, sacks	3,625	3,336
Oatmeal, barrels	5,747	12,893
Cornmeal, barrels		
Barley, bushels	1,300	1,970
Malt, bushels	119,715	118,061
Hops, bales	419	1,023
Buckwheat, bushels	2,568	1,883
Flour, barrels	83,590	109,523
Flour, sacks	154,144	270,647
Hay, cars	1,570	1,174
Straw, cars	104	62

EXPORTS FOR MAY.

Articles.	1894.	1893.
Wheat, bushels	2,558,495	956,229
Corn, bushels	2,824,736	1,517,710
Oats, bushels	9,911	467,909
Peas, bushels	400	14,444
Barley, bushels	7,055	56,368
Buckwheat, bushels	9,115	33,774
Cornmeal, barrels	22,002	19,456
Oatmeal, barrels	4,138	2,213
Oatmeal, sacks	13,970	32,079
Flour, barrels	158,061	144,176
Flour, sacks	882 448	935,204
Mill Feed, bags	23,524	19,913
Hay, bales	476,118	110,647
Straw, bales	2,710	

Charles E. Clapp, grain dealer at Northampton, Mass., commited suicide here last month.

Geo. G. Russell & Co., grain dealers of Boston, have dissolved partnership, Mr. Andrew Case withdrawing. Mr. Russell will continue the business under the same firm name.

The Boston & Albany Railroad's 1,500,000-bushel elevator at East Boston has been closed down from lack of business. This is the first time it has been shut down for twenty years.

BUNKER HILL.

STORED GRAIN AT GALVESTON.

Editor American Elevator and Grain Trade:—An incorrect idea appears to prevail in the North and West with regard to the condition of grain stored in Galveston elevators, and we are often asked by correspondents whether it would be safe to export through this market. We consider the columns of your valuable paper the best medium through which to reach many grain shippers who otherwise are favorably disposed to shipping through this port, and admit its superiority to any other on the gulf. Yet they are doubtful of our ability to preserve grain in sound condition for any length of time. To all such we recommend a careful perusal of the following letter of Mr. W. A. White, superintendent of the Wharf Company Elevator. He is an experienced handler of grain and his experience will, no doubt, do much to allay the fears referred to:

"As an answer to erroneous reports and prevailing opinions of Northern and Western grain men with regard to climatic influences on grain in elevators in Galveston, I wish to say that of the thirty-nine steamers loaded at the Wharf Company's elevator for foreign points there has not been a single damaged cargo, and that the heretofore process of loading grain, viz., of first loading wheat, then consuming from ten to twenty days finishing with cotton, and then a further thirty to forty days to points of destination, gives to the grain so shipped the severest trials, with the above most satisfactory results. Galveston as a storage point for grain is second to none. Grain in good condition, free from weevil at time of arrival, may be relied upon as staying in good condition for one year, with two or three turnings. There is now in the Wharf Company's elevator bulk wheat of the soft variety, which is the poorest keeper, stored one year ago, and which has never been out of condition. Soft red wheat is most liable to damage both from weevil and heating.

"I have been connected and interested in the grain trade of the West and the lake country for the past fifteen years, and am convinced that no better country exists, so far as climatic conditions are concerned, than our locality. I have never observed a place where grain out of condition could with less work be put in condition, and I don't believe it possible, excepting the leakage of vessels, for a cargo of grain to spoil, if the grain is in condition when loaded and proceeds direct to destination.

"I cite one vessel which loaded wheat in our port, remained in port for ten days, proceeded to Velasco, remained there twenty days and still delivered her cargo in good condition, the same being old grain at that.

"I have taken grain from the cars in heated condition and by running it over three times left it in the bins perfectly cool and in keeping condition.

"Grain will always arrive in better condition in Galveston than in New Orleans. Why? The cause is the country over which it is transported. Grain coming to Galveston comes over a high, dry country, and frequently will arrive in better condition than when first loaded.

"Grain going to New Orleans nearly all traverses the Mississippi River country and the humidity of the atmosphere is very great; besides delayed and sidetracked cars must naturally absorb the moisture and receive consequent damage thereby.

"During the past year over 60,000 bushels of grain have been raised a grade owing to our fine machinery employed in handling and our good atmosphere, and not one bushel received has been damaged."

Very truly yours, HANNA & LEONARD.

Galveston, Texas.

INTERNATIONAL EXHIBIT OF GRAIN CLEANING MACHINES.

Editor American Elevator and Grain Trade:—One of the exhibits at the International Exhibition of Grain Cleaning Machinery at St. Petersburg, Russia, a report of which I gave in the last AMERICAN ELEVATOR AND GRAIN TRADE, proved to be a great and comical attraction. It was the exhibit of the Count Berg's grain scatterer or sprayer. It occupied with its cordage and other appliances, all ready for a contemplated test, a vast round arena like a circus or hippodrome, and *Deus et machina*, the inventor himself, the Count Berg, stood in the center busying himself with putting in position and adjusting the feeding spout of his machine.

Although Count Berg is a man of some importance and considerable practical experience, and lays claim to good results from his machine, few people give it much credit. Unless intended for sowing only, the grain from this centrifugal scatterer, being insufficiently cleaned, must undergo some grading operation. It is never up to standard, it being impossible to obtain from the machine a number of strictly standard qualities of grain distinctly differing from one another, as in the case of other improved grain graders. With the Count's machine all depends upon the velocity and speed of the rotary motion of the sprayer, and unless some positive improvement is introduced the grain will remain unfinished, not being in a proper condition for grinding or milling purposes and hardly fit for the requirements of home use or the trade.

The Count's machine was awarded a small silver medal, which, in my opinion, belonged with as much right to the "Velox," the centrifugal spraying grader of Sundgren's invention.

The grain dealer, Sitnichenko of Asoff, the inventor of a Universal Separator and Grader combined, fondly dreamed of attaining enormous success and making "big money;" but as far as I know the committee on

awards has found his machine to be deficient and too expensive. Practical tests demonstrated that the first-class grain (wheat) contained 5.7 per cent. of rye, 0.5 per cent. of barley, and 1.5 per cent. of dirt and sand; in other words, 7.7 per cent. of foreign admixtures and impurities. This showing is not much in favor of the working qualities of the machine of which the inventor seems to be so certain and proud.

The main feature of this machine is an inclined revolving reel (cylindrical) covered with perforated zinc sieves. It has two oscillating flat sieve drawers underneath, and is fed at the upper end. The machine could easily have been improved by making both halves of the revolving cylinder equally subject to undergo the required operation by removing or exchanging the perforated cloth, quite in the same way as is being done with the German trieurs.

At least this might be done with the first or upper half of the revolving cylinder. The lower half of the surface of the cylinder remains, nobody knows why, forever covered with the same unremovable perforated cloth, which could and ought to have performed a better part. It would certainly do a good portion of profitable grading work at the same time and at the same expense, and consequently contribute to the substantial qualities of the machine.

But "every baron takes a fancy of his own," as the Russians say; so let Sitnichenko do as he likes. Let him dream, too, of being able to enter into successful competition with such giant cleaning machines as those of the Richmond Manufacturing Company—machines that are said to be capable of turning out 700 poods (or about 25,200 pounds) of cleaned grain per hour, while Sitnichenko's hand power machine can hardly turn out more than 100 poods, and can very seldom attain the capacity of the 200 claimed for it.

One may be quite certain that whenever a good, substantial and time-saving machine for large grain cleaning work is required in any place of this country it is necessary to have it ordered from abroad, and most likely from the United States, which is likely to remain for many years to come the preferred source of the most efficient grain cleaning machinery, in spite of every kind of reciprocity and favorable tariff with our close neighbors.

Yours very truly, ALFRED F. BENDER.

St. Petersburg, Russia, 4 Tatarsky street.

GRAIN STORAGE CAPACITY.

The capacity of the public and private grain elevators at the nineteen principal storage points usually included in the weekly visible supply reports issued by Geo F. Stone of the Chicago Board of Trade are as follows:

Place.	Public.	Private.
Albany	500,000	250,000
Baltimore	5,350,000	5[illegible]0,000
Boston	3,600,000	700,000
Buffalo	15,330,000	100,000
Chicago	35,300,000	10,000,000
Cincinnati	1,500,000	500,000
Detroit	3,100,000	140,000
Duluth	25,900,000	1,500,000
Indianapolis	1,285,000	96,000
Kansas City	400,000	*4,309,000
Milwaukee	4,250,000	1,180,000
Minneapolis	16,945,000	3,830,000
Montreal	2,135,000	700,000
New York	27,250,000	1,975,000
Peoria	1,950,000	2,000,000
Philadelphia	4,225,000	.....
St. Louis	11,550,000	1,250,000
Toledo	6,757,000	400,000
Toronto	830,000	.....
Total	168,157,000	29,430,000

* Includes Kansas City, Kan.

It has been announced from Washington that the rice duties agreed upon will be those provided in the Wilson bill and not as changed in the Senate. This was done to satisfy the demands of the Southern farmers.

The growth of the cotton seed industry in the South is thus shown by the *Manufacturer's Record:* In 1880 there were 40 cotton seed mills with an aggregate capital of $3,500,000. There are now 300 mills, having a capital of about $30,000,000. About 1,500,000 tons of seed are annually used by the mills, yielding to the farmers about $18,000,000 a year for a product which until recently was regard as waste material.

STATE CAN COMPEL ELEVATOR MEN TO STORE GRAIN FOR ALL COMERS.

The Supreme Court of the United States has recently rendered a remarkable decision in the case of Brass vs. State of North Dakota (14 Supreme Court Reporter 857). This action originated in an application made by Louis W. Stoeser, the owner of a farm adjoining the village of Grand Harbor, for a writ of mandamus to compel Norman Brass, who owned and operated a grain elevator at that point, to receive and store grain in accordance with the requirements of a state law enacted in 1891, which declares that all buildings, elevators or warehouses in the state erected and operated for the purpose of buying, selling, storing, shipping or handling grain for profit are public elevators, prescribes maximum rates of charges for the storing and handling of grain therein, and requires same to be kept insured at the elevator man's expense. This law the Supreme Court holds constitutional.

Justice Shiras, who delivered the opinion of the court, begins with a reference to the Illinois statute of 1871, and the New York enactment of 1888, which were held valid by the highest courts of those states, and afterward by the Supreme Court of the United States. There, as here, it was claimed that such legislation is repugnant to that clause of the eighth section of Article 1 of the constitution of the United States which confers upon Congress power to regulate commerce with foreign nations and among the several states, and to the fourteenth amendment, which ordains that no state shall deprive any person of life, liberty or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws. Tacitly admitting the correctness of the decisions made in the Illinois and New York cases, it was argued here that those cases arose out of facts so peculiar and exceptional, and so different from those of this case, as to render the reasoning there used, and the conclusions reached, inapplicable here. These arguments are disposed of, Shiras thinks, by the simple observation that the facts rehearsed, geographical differences in the intended application of the statutes, the former being restricted to the city of Chicago, in the one case, and to the cities of Buffalo, New York and Brooklyn, in the other, while the North Dakota statute is applicable to the territory of the entire state, and differences in the modes of carrying on the business of elevating and storing grain are matters for those who make, not for those who interpret, the laws. When it is once admitted, as it was admitted here, that it is competent for the legislative power to control the business of elevating and storing grain, whether carried on by individuals or associations, in cities of one size and in some circumstances, it follows that such power may be legally exerted over the same busines when carried on in smaller cities and in other circumstances. As the court has no right to revise the wisdom or expediency of the law in question, so it would not be justified in imputing an improper exercise of discretion to the legislature of North Dakota.

Another argument advanced was based on the admitted allegations that the principal business of this particular party, in connection with his warehouse, was in storing his own grain, and that the storage of the grain of other persons was, and always has been, a mere incident; and it was said that the effect of this law would be to compel him to renounce his principal business, and become a mere warehouseman for others. As well, it is said, might a person accused of selling liquor without a license urge that the larger part of his liquors was designed for his own consumption, and that he only sold the surplus as a mere incident. (The law does not require the owner of a warehouse, built and used by him only to store his own grain, to receive and store the grain of others.) Such a duty only arises when he chooses to enter upon the business of elevating and storing the grain of other persons for profit. Then he becomes subject to the statutory regulations, and he cannot escape them by asserting that he also elevates and stores his own grain in the same warehouse. (That the law requires the warehouseman to insure the grain of others at his own expense may be burdensome, but it affects alike all engaged in the busin.ss, and, if it be regarded as contrary to sound public policy, those affected must instruct their representatives in general assembly met to provide a remedy.)

Justices Brewer, Field, Jackson and White dissent.

In his dissenting opinion; concurred in by three of his associates, Justice Brewer voices the sentiments of those actively engaged in the elevator business. The first objection, he says, is that by this decision a party is compelled by the mandate of the court to engage in a business which he never intended to engage in, and which he does not desire to engage in, to wit, the business of maintaining a public elevator. His business is that of buying and selling grain, and he operates and maintains the elevator, which he owns, for the exclusive purpose of carrying on that business. That he may have sometimes accommodated his neighbors by the use of his elevator for the storage of their grain, and thus, to a limited exent, engaged in that business, does not change this fact, or the other admitted fact, that if he is compelled to receive grain as tendered, so long as he has storage capacity unoccupied in his elevator, his principal business, and that for which he built the elevator, will be utterly ruined and destroyed.

The question is not whether, if he should receive and store grain for others, he might not so far bring himself within the scope of the law as to be deemed, for that transaction, engaged in the business of maintaining a public elevator, and thus bound by the charges fixed by statute; but whether, when he maintains an elevator exclusively for his own business, the fact that at times he has used vacant room in it for the storage of the grain of other persons compels him to receive grain when tendered, irrespective of the injury which it does his own business. The fact that to day there may be storage capacity does not prove that to-morrow the owner of the elevator may not need its entire capacity; and yet if because to-day there is room in his elevator, he is bound to receive any grain that shall be tendered, he may to-morrow be unable to make purchase of offered grain, which would yield him a profit. It is a matter of common knowledge that grain is not put into and taken out of an elevator in an instant, and if once deposited the owner cannot be compelled to remove it, merely for the accommodation of the warehouseman, but may leave it there indefinitely, so long as he pays the legal charges. The petition was for a writ of mandamus commanding the defendant, "so long as the capacity of his said elevator is sufficient for the purpose, to store such grain as may be tendered to him," by the party filing it, and the decree of the court was that the "writ issue as prayed for," and that is the decision which is affirmed by the Supreme Court of the United States.

Dissent is made, in the second place, because the facts show no practical nonopoly to which the citizen is compelled to resort, and by means of which a tribute can be exacted from the community, for elevators along the line of the single road on which the one in question is located, are as plentiful as other institutions of industry as cheaply constructed, and therefore savoring no more of monopoly.

A third reason for dissent is that by this law the elevator man is bound, not merely to receive, store and discharge the grain which is tendered to him, but also to insure and pay the cost of insurance, it matters not what that cost may be, whether more or less than he receives for the whole service. If the legislature can compel a party to store grain, though confessedly to the disadvantage, injury and even destruction of his special business of buying and selling, for whoever may demand it, in an elevator which he is maintaining and operating for the exclusive carrying on of his own business, at any price which it sees fit to allow, and at the same time compel him to advance the money to insure the property thus forced upon him, it would seem that the country is rapidly traveling the road which leads to that point where all freedom of contract and conduct will be lost.

We haved received a copy of "Ferren's Ready Reference Book" for 1894, a statistical compilation for the use of grain and provision dealers and others. It shows highest and lowest prices in the Chicago market of wheat, corn, oats, etc., for 27 years, together with other useful information.

THE ADULTERATION OF GROUND FEED.

Competition in the ground feed trade and the consumer's anxiety to buy ground feed at a price below the cost of the raw material has brought about the adulteration of ground feed to an extent that has at last opened the feeder's eyes and caused him to give some consideration to the quality as well as to the price of feed. The cleaning houses have made a good thing selling screenings to the feed mixers, and the oat clippers have derived some profit from the feed mixer's trade as well as from the trade of the barley and oat mixers. Users are beginning to learn of the adulteration so that it must be done more carefully and a smaller percentage of the adulterants used hereafter.

From a recent report of the Michigan Agricultural College we take the following:

Complaints came to this laboratory from teamsters and draymen, that the chops or ground feed did not keep their horses in as good condition for work as formerly, and the chemical department was asked to find out the cause. Some of the ground feed was examined and appeared to be very rich in oats because of the abundance of the oat hulls in the chops. Equal measures of oats and corn were ground together to make the favorite mixture, and when this was compared with commercial chops, it seemed deficient in the oat element, the oat hulls being more abundant in the commercial article. In reality the chops had much less oats, the apparent richness in oats being the result of grinding a large amount of *oat hulls* with corn. Oat hulls accumulate in large quantities at the mills where oatmeal, rolled oats, etc., are prepared, the real grain being separated as oatmeal, etc., and the chaffy and nearly worthless hulls become an incumbrance until the happy thought occurred to some feed-mixer to grind them up with corn and make the popular "oats and corn chops."

To obtain more definite information on this subject, I wrote to a leading commission house for grain and feed, and obtained the following answer:

"DEAR DOCTOR:—Received your favor of 14th inst. and hasten to reply. Sorry to learn that you are on the track of millers who are using oat hulls and corn hulls (or corn bran as we term it), for the road is a broad one, and you will have a large territory to cover, and plenty of work to do if you catch all the rascals, as we all (or nearly all) use them. I send you a sample of oat hulls, such as I have used and as nearly all feed mills in the country do use; also a sample of corn bran and a small sample of gluten feed. These are mixed with corn, screenings, barley, malt-sprouts and various other products that can be used and mixed in grinding to make chops. Also send you a sample of chopped feed as being sold here. Prices of hulls vary according to demand of feed, from $1.75 per ton to $8.00 per ton, F. O. B. shipping points, with various rates to New York and other points. Corn bran is worth $18.00 per ton at present, Boston points. Have bought it from $5.00 to $6.00 per ton less during the summer.

"No use to give names of millers, as nearly every feed mill in the country is in the habit of using them or other cheap articles for grinding. Don't know as you could now call it a fraud, as it is generally known that such stock is used, and purchasers buying cheap grades of feed know what it is made from, as the price gives it away.

"Any further information required on your part will be gladly furnished if possible, but remember that I am getting bread and butter out of oat hulls."

The guarantee of the quality of the feed from the price of the retailer will hardly satisfy the teamster, still less the team. If the horse only had a vote on this question!

The oat hulls and corn bran have been analyzed and the results of analysis given. For comparison the analysis of oat straw is placed side by side with oat hulls:

	Oat Hulls.	Oat Straw.	Corn Bran.
Moisture	6.12	14.30	7.70
Ash	4.37	4.40	1.55
Fat	.54	2.00	10.65
Crude fiber	35.87	39.70	14.34
Carbhydrates	51.73	35.60	57.64
Crude protein	1.37	4.00	8.12

The composition of oat straw is the average of a number of analyses, taken from Armsby's Cattle Feeding. From this table it is seen that the oat hulls, with the exception of carbhydrates (starch, gum, etc.), is of *less value than oat straw*, having only about one-quarter of the fat and one-third of the protein or albuminous materials. On the other hand oat meal contains more than 17 per cent. protein, 6 per cent. of fat and 64 per cent. of carbhydrates. The meal contains all that is of material value, and the chops where the whole of the oats is the oat hulls is poor fodder for working horses.

I have no remedy to propose for excluding such chops from the market. The best remedy is an enlighted public opinion, and the best cure for a fraud is to show that it is a fraud.

RELATIVE RIGHTS AND LIABILITIES OF CONSIGNORS AND CONSIGNEES.

BY J. L. ROSENBERGER.

The rights of consignors and consignees, or, in other words, of shippers of freight and persons shipped to, depend, as a rule, upon and are relatively in proportion to their interests in that which is shipped. Their liabilities, however, are measured rather by the contracts expressly or impliedly made by or for them with the carriers.

Most important, perhaps, of all the rights which should be noticed in this connection is that of maintaining a legal action for the loss or damage of freight. Railroad companies seldom raise any questions of this nature when original bills of lading and expense bills are sent to their claim departments. But in the courts it is different. A few of the states, notably Mas achusetts, Mississippi, Missouri and Wisconsin, require suits to be brought in the name of the party making the contract with the carrier, and this irrespective of whether he has any title to the freight or not. Elsewhere, it would seem that when the entire property is in the consignor, he is deemed the proper party to sue, and when it is in the consignee, the latter must sue. When both the consignor and the consignee have an interest in the freight, one having a general and the other a special property, either may sue, but a recovery by one constitutes a bar to an action by the other. The general presumption is, in the absence of any express contract, that the carrier is employed by the person at whose risk the freight is carried, that is the person who owns same and who would suffer by its loss. Yet, like other presumptions, this can be overcome by direct proof to the contrary. And where the parties are vendor and purchaser the presumption is just opposite to that above stated, because the law implies that by delivery to the carrier the goods become the property of the purchaser (or consignee).

It frequently occurs that consignors or consignees desire to change the destination of shipments. The right to do this is also dependent on the ownership of the freight. The Supreme Court of the United States holds that where the consignor is known to the carrier to be the owner, the carrier must be understood to contract with him only for his interest, upon such terms as he dictates in regard to the delivery, and that the consignees are to be regarded simply as agents selected by him to receive the freight at a place indicated. But where he is an agent merely, the rule is different. If the freight is demanded by the owner during the transit, when the carrier is able and willing to fulfill its contract, the latter is entitled to pay for carrying it the whole distance originally contracted for and any additional expense for unloading.

Quite different is the right of stoppage in transitu. This is the last remedy which an unpaid vendor has against goods sold to a person who after their purchase becomes insolvent. He may stop them, if he can, before they are delivered. It is an advantage given to him as a creditor, based on principles of simple justice, that is all. Evidence of this is the fact that it may also be exercised by a third person who merely advances the price on behalf of the purchaser, and takes an assignment of the bill of lading, and a factor may sometimes avail himself of it.

Independently of the acceptance of freight at destination, and of any special contract to the contrary, the consignor is liable for the payment of rightful charges for carrying same. The consignee may, however, as may also, under certain circumstances, another person, render himself responsible therefor. By receiving the freight he does it. Both are then liable, though, of course, only for its payment once. Besides this personal liability for charges, the freight is itself, until delivered, subject to a lien in favor of the carrier for the amount unless it has been otherwise agreed. Delivery constitutes a waiver of the lien, but does not release anyone from personal liability for the charges, except where the carrier is placed under direct obligations to collect from a particular party before delivery. And, in general, according to Mr. Schouler, who has written on the law governing common carriers, the tardy and negligent performance of any duty respecting payment which the carrier owes may, in case of the consignee's subquent insolvency, be reasonably visited upon himself instead of his consignor, because of the two innocent parties he has occasioned the loss. If the consignor has to pay where another should, his remedy is in an action against the latter.

DOTS AND DASHES.

An angel once came down to earth,
On speculation bent;
She soon lost all that she was worth,
And ne'er took home a cent.
"I fear I've made a bull," she cried,
As she ascended the back stair.
Her backer murmured as he died,
"'Tis more than I can bear."

The Washington state jute mill at the penitentiary at Walla Walla has on hand subject to sale 900,000 grain bags.

The receipts of grain at Superior, Wis., for the period beginning April, 1893, and ending March, 1894, were 24,052,372 bushels; the shipments at that point for the same period were 16,910,444 bushels.

In the sessions of the New York Legislature of 1892-93 a bill was introduced to provide state elevators at Buffalo. It was not passed. It has again been been introduced, referred to a committee and —

The visionary scheme of the farmers of the Northwest to form an association to handle grain in hope of obtaining better prices than they have been getting hitherto meets with but little favor among millers and elevator men.

The Northwestern Railway system has announced that hereafter shipments of all bulk seeds, including flax, will not be received for Chicago when loaded in cars containing grain. However, mixed shipments of grain and seeds in sacks will be taken.

At Wilbur, Wash., benevolent but misguided grain dealers tried to bribe some commonwealers to work for $2 per day. Some natural noblemen of the "army of the unemployed" accepted long enough to get supper, bed and breakfast, and then discreetly left town.

Are you going to build? Then build a house that will not fall down. Do not trust everything to country barn builders. Get working plans from professional designers of grain elevators, who have made a study of every strain an elevator is subjected to, of economy in building material, economy of space and of power. It will save you money.

It is stated on good authority that the proposed plan of the farmers of the Northwest to handle their own grain and obtain highest possible prices therefor will not put the price of wheat up to $2 or even $1 per bushel, but that an advance of 10 cents is dreamed of. Elevator men and millers generally declare the scheme to be too visionary to result in any good.

J. D. Bowersock of Lawrence, Kan., speaking of the practice of mixing wheat by the elevator men, said: "I shipped ten carloads of rejected wheat to an Eastern market. Some of it was musty and altogether unfit for good flour. It was rehandled, mixed and manipulated with the result that when it came out of the elevator eight cars were of No. 2, two cars No. 4."

The Amies Pavement Company of Philadelphia is experimenting with hay as a material for street pavement. They use a Dederick Hay Press, and under heavy pressure the dry grass is pressed into cubes and cut into paving blocks of convenient size. After being soaked in undrying oil the blocks, it is said, are indestructible. It were one time an error, but the times may prove it profitable to make bricks without straw.

LATE PATENTS

Issued on April 10, 1894.

BALING PRESS.—Dennis J. Murphy and Jonathan Richardson, Mountain View, Cal. No. 517,530. Serial No. 404,569. Filed Sept. 2, 1891.

BALING PRESS.—George Schubert, Walnut Springs, Texas. No. 715,936. Serial No. 462,948. Filed Feb. 20, 1893.

GAS ENGINE.—John B. Carse, Chicago, Ill., assignor to Thomas Kane, same place. No. 518,177. Serial No. 471,938. Filed April 26, 1893.

GAS ENGINE.—John B. Carse, Chicago, Ill., assignor to Thomas Kane, same place. No. 518,178. Serial No. 471,939. Filed April 26, 1893.

GRAIN ELEVATOR.—Valentin Webb, Princeville, and James R. Harrison, Peoria, assignors of one-third to William Harrison, Peoria, Ill. No. 518,084. Serial No. 457,493. Filed Jan. 6, 1893.

COTTON SEED CLEANER AND SEPARATOR.—James W. Smith, Rome, Ga. No. 518,124. Serial No. 482,279. Filed Aug. 3, 1893.

REGISTER FOR GRAIN WEIGHING AND MEASURING MACHINES.—Valentin Weber, Princeville, Ill. No. 518,083. Serial No. 457,448. Filed Jan. 6, 1893.

Issued on April 17, 1894.

GRAIN DOOR FOR BOX CARS.—Charles F. Langell, Fort Scott, Kan. No. 518,528. Serial No. 484,965. Filed Sept. 7, 1893.

MEANS FOR OPERATING ELEVATOR LEGS.—James H. Finley, Buffalo, N. Y., assignor of one-half to George S. Gatchell, same place. No. 518,496. Serial No. 487,817. Filed Oct. 11, 1893.

ROTATING GRAIN WEIGHER.—Joseph Sudbrock, Jr., Belleville, Ill. No. 518,287. Serial No. 479,159. Filed June 29, 1893.

Issued on April 24, 1894.

AUTOMATIC SHUT-OFF FOR GRAIN ELEVATORS.—George W. Nye, Chicago, Ill. No. 518,622. Serial No. 390,586. Filed April 27, 1891.

SAMPLER FOR GRAIN, MINERALS, ETC.—Thomas Clarkson, Sutton, England. No. 518,915. Serial No. 481,173. Filed July 22, 1893.

Issued on May 1, 1894.

GRAIN METER.—James W. Coker, Niles, Mich., assignor to himself and James Skalla, same place. No. 519,176. Serial No. 472,043. Filed April 27, 1893.

HAY PRESS.—William J. Pearce, Pilot Point, Texas. No. 518,965. Serial No. 484,849. Filed Sept. 5, 1893.

Issued on May 15, 1894.

GAS ENGINE.—Dan C. Luce, Brockton, Mass., assignor of two-thirds to Harvey F. Crawford, same place. No. 519,863. Serial No. 470,319. Filed April 14, 1893.

GAS ENGINE.—Hadwen Swain, San Francisco, Cal. No. 519,880. Serial No. 483,786. Filed Aug. 22, 1893.

AUTOMATIC GRAIN WEIGHING DEVICE.—John Graham, Albany, Mo. No. 519,707. Serial No. 461,589. Filed Feb. 9, 1893.

Issued on May 22, 1894.

GRAIN CLEANER.—Joseph G. Plowman and Henry E. Kittell, White Pigeon, Mich. No. 520,333. Serial No. 489,490. Filed Oct. 30, 1893.

GRAIN WEIGHER AND CONVEYOR SPOUT.—Valentin Weber, Princeville, and James R. Harrison, Peoria, assignor of one-third to William Harrison, Peoria, Ill. No. 520,382. Serial No. 457,492. Filed Jan. 6, 1893.

GRAIN WEIGHING MACHINE.—Henry Richardson, Lichfield, England. No. 520,336. Serial No. 489,179. Filed Oct. 26, 1893. Patented in England April 14, 1891. No. 6,345.

EXPIRED PATENTS.

[The following patents have expired since our last issue.]

TRACTION HORSE POWERS.—D. T. Gillis, San Leandro, Cal., assignor of one-half to F. A. Hill, same place. No. 189,354.

CORN SHELLERS.—J. E. Lewis. Worcester, Mass. Reissued. No. 7,616.

GRAIN SEPARATORS.—A. A. Balat, Couvin, Belgium. No. 189,680.

GRAIN SEPARATORS.—C. P. Ballard, L. H. Purcell and J. D. Little, Springfield, Ohio. No. 189,545.

HAY PRESSES.—William Kelly, Sonora, Cal., assignor to F. J. Kelly, same place. No. 189,744.

RICE HULLERS.—E. H. Graves, L. L. Graves and E. A. Graves, Batavia, Ill. No. 189,725.

GRAIN SEPARATORS.—G. J. Hubbell, Yountville, Cal., assignor of one-half to J. A. Boyton, Canaseraga, N. Y. No. 139,938.

GRAIN SEPARATORS.—Grant B. Turner, Cuyahoga Falls, Ohio. No. 189,884.

CORN SHELLING MACHINES.—James Lippincott, Jr., Mount Holly, N. J. No. 190,344.

GRAIN DISTRIBUTORS.—John W. Lewis, Scipio Township, Seneca county, Ohio. No. 190,229.

GRAIN SEPARATORS.—R. J. Horton, Massena, N. Y. No. 190,327.

PISTONS FOR AIR AND GAS ENGINES.—George B. Brayton, Exeter, N. H. No. 190,411.

GRAIN CONVEYORS.—Andrew J. Emlaw, Grand Haven, Mich. No. 190,427.

BALING PRESSES.—J. E. Hauger, Richmond, Va. No. 190,852.

CORN SHELLERS.—E. S. McEwen, Lisbon, Ill. No. 190,721.

GRAIN SEPARATORS.—L. V. Davis, Elkoder, Iowa. No. 190,746.

GRAIN AND SEED SEPARATORS.—C. A. Weed, Racine, Wis., assignor to J. I. Case & Co., same place. No. 190,991.

GRAIN SEPARATORS.—C. A. Weed, Racine, Wis., assignor to J. I. Case & Co., same place. No. 190,990.

VENTILATORS FOR GRAIN.—H. Y. Cahill, Dayton, Ohio, assignor of one-half to W. A. Weinreich, same place. No. 190,955.

ITEMS FROM ABROAD

The Vienna Grain Congress will meet on August 11.

The importations of hay into the United Kingdom during the four months ending April 30 was 135,404 tons.

The Belgium government has introduced a bill in the Chamber of Deputies proposing an import duty of 2 francs a hundred kilos on oats, 1½ francs on flour and 3 francs on oat flour.

The Riasan-Ural Line in Russia, which is provided with elevators fitted with cleaning machinery of the latest type, is about to be supplied with 65 grain warehouses which will not be equipped with machinery.

Hungary exported in March 180,000 quarters (of 480 pounds each) of wheat and 436,000 sacks of flour, the bulk of these quantities going to Austria. For the same period the imports amounted to 63,000 quarters of wheat.

A writer in the Argentine Republic says that at all the stations on the different lines in Santa Fe bags of wheat in enormous stacks are piled up awaiting transportation. One pile contained 175,000 bags, or about 12,000 tons of wheat.

It is said that the suppression of certificates of origin of grain in Germany is expected to increase the exports of wheat, barley and pulse to the United Kingdom, the deficit caused thereby being made good through bigger purchases in Russia and elsewhere.

The Italian agricultural ministry's revised estimate of Italy's wheat crop for 1893 is 16,430,000 quarters (480 pounds to the quarter), an increase on the provisional estimate of last September of nearly 2,000,000 quarters. The crop of 1892 was 14,000,000 quarters.

Abroad or at home, grain and hay dealers should take advantage of the combination offer of the AMERICAN ELEVATOR AND GRAIN TRADE (monthly, $1 per year) and the *Hay Trade Journal and Directory* (weekly, $2 per year), both of which will be sent for $2 per year.

During the first four months of this year Argentina shipped to Europe 24,816,000 bushels of wheat, against 15,424,000 bushels during the same months of 1893. The total shipment during 1893 was 31,464,000. Great Britain has been taking about 7,000,000 bushels per month this year, and there is yet remaining in Argentina to be exported a surplus of about 35,000,000 bushels.

The Russian Government appears to be in earnest respecting the inspection of exported grain. The plan favored by some of the officials is that all grain intended for export shipment be inspected and detained in case its impurities exceed a certain percentage. The dealers object to this plan on the ground that such inspection would unnecessarily delay shipments of good grain.

During the eight months ending with April, Italy imported 1,958,000 quarters (of 480 pounds each) of wheat, 41,500 of corn, 48,000 of barley, 11,500 of oats and 4,000 sacks of flour, against 3,074,000 quarters of wheat, 148,000 of corn, 72,000 of barley, 21,000 of oats and 4,700 sacks of flour during the same period in 1892–3. Exports for the same period of 1893–4 amounted to 2,280 quarters of wheat, 62,500 of corn, 11,880 of barley, 3,600 of oats and 1,550 sacks of flour, against 1,750 quarters of wheat, 25,000 of corn, 200 of barley, 165 of oats and 1,250 sacks of flour for the same time in 1892–3.

It is semi-officially reported that German, Austrian, Norwegian and Danish export houses are putting themselves in direct communication with the Siberian merchants in Tobolsk and other centers with a view to exporting Siberian grain direct from the merchants there, via the Volga and St. Petersburg. The question as to route is not yet finally decided, the route by the Northern Seas being more advantageous as to cost of transit.

In Hawaii wheat, oats, barley, corn, etc., can be grown on the uplands, but not to such perfection or profit as in other countries, and for this reason they are not so largely cultivated. The rice industry, which is mostly in the hands of the Chinese, gives an annual crop of about 30,000,000 pounds. Of this crop about 10,000,000 pounds are exported to the United States and the balance consumed by the Chinese and Japanese population. This crop is said to be on the increase.

One of the serious obstacles that American grain exporters have to overcome is the fact that there is no premium on Argentina wheat for future delivery. This fact enables European buyers to buy that wheat for future delivery at about the same price that spot wheat brings. Were shipments from Argentina small the effect would be immaterial, but when she is sending out nearly as much wheat weekly as America, it holds prices down and is a great drawback to trade. American wheat for future delivery is sold on the basis of spot prices with carrying charges added, and European buyers can see no inducement to buy American wheat in preference to that of Argentina, for which no carrying charges have to be paid.

Although the cultivated lands of Japan are not equal to one-eighth of its total area, the home-grown produce is sufficient to meet the requirements of a population which exceeds 40,000,000 of people. While wheat, barley and rye are capable of successful cultivation in all parts of the country, barley tends to predominate in the provinces of the Northeast, and rye in those of the Southwest. Rice is grown in every province of the empire from south to north, and the mean yield is equal to about 30 bushels per acre, though the yield varies widely according to soil and situation. There are 11,390,000 acres of arable land, of which 6,813,000 acres are occupied by rice, 4,234,000 acres by other cereals, and the remaining area by divers kinds of crops.

PRESS COMMENT.

THE GRAIN TRADE'S DEBT.

Politics and incompetency have combined to keep the Erie Canal closed this spring for a full month after lake navigation was fully opened. The grain and milling trades owe the New York officials a mountainous debt of everything but gratitude.—*Milling World.*

A NEW ROUTE FOR EXPORT GRAIN.

Philadelphia wants a ship canal to the ocean, and she is going to have it, too, if her determination does not flag. There seems to be no reason why the plan should not be carried out. With the Welland Canal on the north and the Philadelphia Canal on the south cutting into her commerce, New York City will perhaps begin to think it time to save her supremacy by the enlargement of the Erie Canal.—*Albany Evening Journal.*

SHOULD CONTINUE CROP REPORTS.

All the principal grain growing countries of the world, even those not credited with much ability or intelligence, make reports of their crops, and the abandonment of such statistics by the United States would relegate it to the rear of heathen countries. There ought to be a reliable and complete official report in all countries, or as near so as possible. If this country should abandon such statistics the trade would only be "in a muddle" through wild and irregular reports of private enterprises.—*Chicago Trade Bulletin.*

IRRESPONSIBLE COMMISSION HOUSES.

We have repeatedly cautioned shippers not to be caught by the glittering inducements which are held out in the letters they may receive from some alleged commission company, of which they may never have heard before. We are again called on to caution our readers, owing to the appearance of another concern which is of the variety which grows up in the morning and is cut down at night—after having gulled the shipper out of a sufficient amount of his product, when another fair-sounding name is concocted, a new location rented and more equally confidential letters, followed by the inevitable crops of suckers and more hay for the swindlers.—*Hay There.*

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CHARLES S. CLARK, - Assistant Editor.

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1894.

PAY FOR SERVICES AS WAREHOUSEMEN.

Railroads were given right of way in most of the states upon the condition that they provide proper facilities for receiving and carrying freight and passengers. They provide waiting rooms for passengers, yards for live stock and warehouses for miscellaneous freight, but they expect the elevator men of the country to be magnanimous enough to do a carrier's duty to the grain producers and handle all grain offered for shipment for a pittance.

We doubt not that every carrier which secured its right of way by condemnation suits can be compelled to provide ample facilities for handling bulk grain. Carriers could not be compelled to store grain any great length of time, but if they had the houses they would be pleased to do this at many times of the year. In other words, carriers can be compelled to provide facilities to receive, but not to store.

The building of elevators by grain dealers relieves the carriers of the necessity of providing facilities for receiving bulk grain, and it seems fair and right that the elevator men should receive some return for capital and labor invested. The justice of this claim of the elevator man upon the carrier was recognized years ago, and a rebate given him on all grain shipped, until the interstate commerce law was made an excuse for discontinuing the practice.

Some roads provide elevators at every station along their line, and store for all comers at a nominal charge. It is a part of their duties.

If the elevator man erects a house and stores and loads grain into cars for all comers at a nominal charge, he performs a duty which the carrier owes to the public, and he should receive some recompense in return therefor. The most equitable plan for paying for the service rendered would be upon the basis of the quantity of grain loaded into cars from the elevator. A rebate of two cents per 100 pounds would be none too large, and would serve to encourage many to keep their houses open the entire year.

With a receiving house for bulk grain, many small farmers could easily hold their grain until they had hauled a carload to market. It would facilitate shipping by all farmers and induce the marketing of much that is now fed or permitted to rot.

STEEL STORAGE FOR GRAIN IN CHICAGO.

Pending the settlement of the controversy between the elevator owners and the Chicago Board of Trade, a proposition has been made to the directory of the Board, ostensibly by Eastern capitalists, which caused no end of comment. The offer was to erect at South Chicago steel storage sufficient for the needs of the grain trade, charging but one-half the present rates of storage. In return for this the Board of Trade is asked to make only the receipts of the new concern regular for delivery. The proposition is understood to embrace the building within three months of 10,000,000 bushels of storage and an increase to 30,000,000 bushels as soon as required. The system to be employed has been described in these columns.

The elevator men profess to regard the proposition as a "bluff;" a sort of counter to the vague threats they have indulged in themselves. The next few days will doubtless develop particulars which now appear to be jealously guarded.

THE CHICAGO ELEVATOR WAR.

The first battle in the contest between the Chicago Board of Trade and the elevators has been won by the Board. By a vote of 698 to 499 the Board voted on June 4 that all elevators dealing in grain should become irregular on July 1. The reader is familiar with the questions at issue. The practice has grown up of late years of the elevators entering directly into the grain business. This is alleged to be absolutely necessary to the conduct of their business. The elevator men claim that unless they brought the grain to Chicago it would not come; and that the grain must be brought here not only that their houses may be kept full and earning storage charges, but for the purposes of speculation also, it being necessary to have grain here, and plenty of it, to prevent corners and the fear of manipulation. It is pointed out that they send buyers into the country and pay more for it than it is worth, to force the grain to Chicago in order that their houses may be kept full. So far their reasons are to the point, and need not be controverted.

But there is another side to the question. The elevator man controls the grain in his house whether belonging to him or to others. His warehouse being regular, the grain loses its identity. It is not denied that elevator men take a premium on the better lots of grain. Nor can it be denied that the cleaning and mixing practices indulged in are to the detriment of all concerned except the elevator man himself. The belief is very general and well warranted that the wheat trade is "skimmed," the elevator owner getting the cream and the other fellows the "skim milk."

It is probable that with the changed condition of affairs trade will be split up and redound to the benefit of receivers and shippers. If the elevators continue regular it is quite possible that they will contain less wheat than formerly. This will be a relief to the trade rather than a hindrance. Last winter and this spring Chicago held a fourth of the visible supply of wheat, which was certainly an unnatural state of affairs, fostered by keeping the elevators full to collect storage. It has acted like a millstone around the neck of the trade.

The elevator men declare their intention "to do business." Just what is contemplated is not known. It is said by some that they will sell against their purchases in New York. Others think it not impossible that they may go to the Chicago Stock Exchange. It is quite possible that they will stay and conform to the rules of the Board of Trade. Some of the provision men refused to renew their licenses out of sympathy with the elevator men; but they became quickly repentant. They found the name of the Chicago Board of Trade a good one to conjure with; in fact, necessary to their business. Should the elevators cut loose from the Board, undoubtedly much inconvenience would result temporarily to the grain trade; but the elevators themselves would find themselves in the grain business with all of the liabilities and none of the assets of the old reputation.

MUST IMPROVE THE ERIE CANAL.

The New York State Legislature has refused several times recently to give a much merited and needed support to the Erie Canal—the great waterway which attracts the export grain trade of the country to New York harbor. It even refused to permit the people to vote upon the question of improving the canal, and now the friends of Erie are making earnest efforts to hold a large convention at Albany to induce the members of the Constitutional Convention to submit amendments to the constitution to the popular vote, which will provide for the deepening of the Erie channel and the lengthening of the locks, so that canal boats can take a full load and several boats be locked through at the same time.

No opportunity to do anything to advance the interests of the Erie should be lost. The people of New York have delayed its improvement much too long now. If the work of improvement is not commenced soon and pushed vigorously it may be too late before the state awakens to the necessity of these improvements.

The St. Lawrence route to the sea has 14 feet of water, and is growing in favor with exporters, so much so, in fact, that the Canadian Government is considering a proposition to deepen the canals of the St. Lawrence route so as to secure a uniform depth of 20 feet to Montreal. This would permit lake vessels to go through to Montreal without hindrance, and unload their cargoes into the holds of ocean-going vessels.

The elevator pool, the Erie Canal and the New York railroads would not be in it. All the exports, as well as the imports, of the Ohio Valley, the Mississippi Valley, Canada and the great Northwest would go via Montreal and the through waterway. That port would soon outshine the American metropolis which now ignores the solicitations of the Erie Canal for assistance in securing for it a new lease on life.

THE DUST COLLECTOR SUITS.

The use of the dust collector in elevators has become quite common, and this device has been growing steadily in popularity in all dust producing industries, including warehouses and other grain handling establishments. Our readers will therefore be interested in the account given under "Latest Decisions" of the final settlement of the Cyclone Dust Collector suits. It will there be seen that The Knickerbocker Company of Jackson, Mich., has been completely victorious, the court sustaining the Morse "Cyclone" patent, which they own, at every point. One of the infringing manufacturing companies has already settled, and the other is in the hands of a receiver.

This is one of the hardest fought patent battles which has occurred in late years. The Knickerbocker Company had an undoubted right under the patent. When the "Cyclone" first appeared its novelty and utility were both instantly recognized, and the fact that it was recognized as a practicable machine after so many attempts to construct dust collectors had

proven failures, furnished the incentive for infringement. The Knickerbocker Company determined to maintain their rights and not only manufactured and sold their machine, but constantly warned the public of their rights by advertisements, circulars and personal notices. They acted in a straightforward, businesslike manner throughout. It is possible that the more profitable course would have been to abandon the field to infringing machines and collect royalties later. But they preferred to take the honorable course which they adopted, though it has cost them many thousand dollars. The result of their patent fight is naturally gratifying to them. Nevertheless, they are not disposed to act harshly with the users of infringing machines, but are making very reasonable terms of settlement, notwithstanding the fact that ample notice of their rights has been constantly served on the public.

AN ELEVATOR ONCE PUBLIC, ALWAYS PUBLIC.

To the surprise of all unprejudiced thinkers the United States Supreme Court has sustained that portentous decision of the North Dakota courts in which it was maintained in fact though not in letter that an elevator man has no rights which the state is bound to respect. As is stated fully elsewhere in this issue the North Dakota legislature enacted a law requiring elevator men handling grain for profit (a thing they all try to do) to store for all comers at a fixed rate and insure it regardless of cost. The law does not provide that it shall affect only those storing the grain of different owners for compensation, but it was not the intent of the lawmakers to compel private elevator men to operate their houses as public houses. The defendant in the first case brought before the courts was such, and the partisan judges were so anxious to make an example of an elevator man that this point was ignored.

The United States Supreme Court in its eagerness to be consistent with its former decisions does not give sufficient consideration to the fact that Brass was not operating a public warehouse, and it chops off rights of private elevator men in its attempt to regulate public warehousemen. In previous years when the crops were small Brass had had some storage room to spare, so he had stored for others who did not wish to sell, but his principal business still remained that of a grain buyer operating a private elevator. In the Illinois and the New York cases which the court strives to prop up and at the same time to receive support from them, the circumstances were entirely different. The laws of these states were enacted for the regulation of public warehouses where the grain of different owners (supposedly not interested in the elevator property) is stored for a compensation. The proprietors of the houses at these grain markets are supposed to have the right (and they have) to change the character of their business as often as they desire, even a dozen times a year. They can operate it as a public or private house. The character of the business of one Chicago house was changed twice last year and without protest as the proprietor is supposed to have the right to conduct the elevator as he desires.

The United States Supreme Court seems very fearful lest it shall not be consistent with its former decisions, and it gives a very flimsy excuse for sustaining the decision of the lower court. The example of the liquor seller is not similar. The court might with more reason hold that since Farmer Stoeser had carried a neighbor to town on his wagon several times for a nominal consideration he was a public carrier and should be compelled to carry all comers to town for a fee fixed by the state and to insure their lives against accident regardless of cost.

The decision is decidedly wrong and deprives the elevator men of North Dakota (if they will submit to such an outrageous decision) of the rights to conduct their business as they choose. The elevator men have the right to conduct their business just as they please, either public or private, and they can change their policy whenever they like, all the courts to the contrary.

Judging from this decision of the court it would have upheld the state in demanding that the elevator man should clean, scour and blow all grain received regardless of cost. The cost of this work like the cost of insurance would be different in different houses, and this requirement would unjustly lay a heavy burden on some and a lighter one on others. It would drive many out of business because others could do it at a profit.

The fact that four out of the nine judges dissent from the decision of the court shows that the champions of the rights of property have a few advocates in the highest tribunal of the land. All this time North Dakota with her vast wheat fields, and needing new energy and new capital to help move her crops to market promptly, has this ominous sign hanging over its portal:

ALL WHO ENTER THE GRAIN TRADE HERE LEAVE FREEDOM BEHIND.

ELEVATOR MUTUAL FIRE INSURANCE.

Again this month we present some views on the insurance of elevator property by an elevator mutual fire insurance company, and we trust that more of our readers will make known their views in the next issue. It may not be practical to confine the operation of the proposed mutual to the boundaries of a single state, but it would certainly prove a great success and save elevator men much money if the elevator men of the West would start it and give it their hearty support.

Some are paying outrageously high rates, while others seem to be paying very reasonable rates. The remarkable differences are ludicrous. With a well organized mutual, managed in the interests of members, this would be stopped. The stock companies would make a more reasonable rate on the business secured so that elevator men who joined the mutual would profit directly, as well as indirectly, by the organization of a mutual. With much to gain and nothing to lose, it would seem that elevator men would take a more active interest in this matter and call a meeting to take steps to organize.

LEASING OF RAILROAD LAND.

Elsewhere in this issue we publish a number of communications from grain elevator men unfortunately located along the line of the all-hog railroad, in regard to the holding-up of elevator men for rent of elevator sites. We are not haggling about the paltry sum of $5 a year, as some of our correspondents seem to think, but we are fighting for a right. The Illinois Central Railroad Company received its land from the people, and it should either provide for receiving bulk grain for shipment at its stations or encourage others to do so.

Instead of doing this it is charging some elevator men $1, $3, $5 and $10 per year, while others get their sites free. The rent was advanced in many cases last year, and no doubt an attempt will be made to advance it each year until the elevator men take a decided stand against it. The Illinois Central has no regard for future good will; it acts for present gains, and it will extort money from elevator men as long as it can.

The right of way of the Illinois Central Railway was granted for railroad purposes, and the minute it ceases to use it for that purpose the land so misused should revert to the original owners.

The secretary of the Illinois Railroad & Warehouse Commission has informed us that the matter is without and beyond its jurisdiction and attempts to excuse the railroad company on the ground that it merely makes the charge so that a consideration may be shown, without which a lease is void. Other railroad companies do not make the charge, and the Illinois Central does not make it for all sites granted. The Illinois Central can be defeated on the grounds of unjust discrimination against some shippers and in favor of others. It is a pure and simple skin game on the part of the Illinois Central, and our letters show that it is worked only where it will win. This outrageous extortion should not only be stopped, but the elevator men should be paid 2 to 3 cents a 100 for all grain loaded from their houses and they thus be induced to receive, store and load grain for all comers.

The Illinois Central is growing stronger and more impudent, and unless elevator men soon combine and knock out this imposition, they may expect to see the rent grow to $50 a year for each house.

THE HATCH BILL.

Congressman Hatch has not yet got his bill before Congress for discussion. The latest news from Washington indicates that Congress is likely to undertake some silver legislation before adjournment. If this is true, it will effectually keep the Hatch bill out of the way until next winter. Meanwhile it is noted that one of Mr. Hatch's props has been knocked out from under him. It has been widely asserted that the government commission in Germany, appointed to investigate dealings in futures, had reported unfavorably, and recommended that future sales be forbidden. The fact is, the commissioner reported the direct reverse, that future dealings were necessary for the conduct of modern business.

It is an old conundrum in a new form, but we would like to ask Mr. Hatch why it is, if Chicago gamblers keep the price of wheat down, that Chicago grain shippers were recently compelled to decline an offer of free ocean freight on wheat because the Chicago price of wheat was too high by a cent, even with free ocean transportation, to make a transaction possible?

JUDGE TUTHILL of this city in a recent opinion takes the ground that a body like the Chicago Board of Trade has no right to regulate the conduct of a member, except in so far as it concerns his dealings on the board with other members of the board. This opinion was given in the case of a member who was suspended for ten years last December for alleged uncommercial conduct with the Royal Trust Company, which is not a member of the board.

WAR WITH THE BUFFALO POOL.

The Buffalo elevator combine has at last run against a snag and it is not likely to pay 30 per cent. on idle houses this year. The forwarders and the floating elevators got together and by pooling issues were able to transfer grain from lake vessels to canal boats at ⅜ of a cent and make a profit. They secured so much of the grain that the regular elevators had nothing to do, so they went about offering a rebate of ¾ and ½ of a cent per bushel to all who would patronize them.

At last reports the breach had not been patched up and the grain shippers and canal boatmen have been reaping the benefits of the war. The interests of Buffalo and the canal demand that the combine be broken up or a reasonable charge for transferring grain be established. The Western trade has grown weary of being robbed.

Cargoes have recently been sent to Oswego, and considerable grain is going via the St. Lawrence route. More will be sent if the pool wins the fight and restores the old rate for transfer.

EDITORIAL MENTION

WHAT is wrong with the grain trade? What can be done to remedy it? Let us have your opinions.

WHEN writing to us do not fail to send us the acreage and condition of the growing crops in your district.

HAVE your bills of lading marked "Freight C. O. D.," and avoid trouble regarding payment thereof.

Now is the time to subscribe. You can get the *Hay Trade Journal* weekly and the AMERICAN ELEVAEOR AND GRAIN TRADE one year for $2.

SENATOR WASHBURN'S amendment to the tariff bill, retaining the present duty on barley at 30 cents per bushel, was voted down in the Senate on June 8, the vote standing 21 to 28.

MARK the weight of each load of grain plainly on tag on each side of every car you ship. It will always make elevator weighmen more careful, and may often save you several hundred pounds of grain.

SHORTAGES will always occur at the expense of the shipper, unless carrier is compelled to give a clean bill of lading. When shippers organize and persistently demand a clean bill of lading, it will be granted.

THE shipper who has his bills of lading dated back four, five or more days forfeits all claim to the confidence and trust of the receiver. The station agent who is the willing tool in this deceit places his official head in jeopardy.

THE Milwaukee Chamber of Commerce has refused to co-operate with the Chicago Board of Trade to limit future sales. They regard any such limitation as a restriction on trade akin to that proposed by Mr. Hatch, and will have none of it.

MORE elevator men are preparing to bale hay this year than ever before. The good prices obtained last year serve to remind many elevator men of what they lost by not taking up this branch of the business before. More money was made in hay last year than in grain.

THE cartoon published in our May issue headed "One of Many" and credited to the St. Louis *Post-Dispatch* was taken by that paper from the circular of Paddock, Hodge & Co., Toledo, Ohio, and published without credit, so we erroneously gave credit to our St. Louis contemporary.

THE American makers of grain cleaning machines will be pleased to read of the value placed upon their machines in Russia, and the encouraging prediction made by our St. Petersburg correspondent regarding the future demand for American cleaning machines in the Russian market.

GRAIN received at terminal storage elevators should not be docked for future shrinkage. The present plan of making country shippers bear the loss of all shrinkage which the elevator man estimates will occur while the grain is in his house is an outrageous robbery. The man who owns the grain while in store should bear the loss and the amount of shrinkage should be deducted from the storage certificate upon delivery of the grain.

THE JEFFREY MANUFACTURING COMPANY of Columbus, Ohio, have issued a Wire Cable Conveyor circular, which they will send free to parties who will write them for it.

FOR the first time in years ocean rates on grain lately got down to nothing, and Baltimore steamship lines offered to carry grain as ballast. The offer was made to Chicago shippers and the latter were unable to avail themselves of it because local rates were at least a cent too high when the offer was made.

THERE is on exhibition in the trading hall on 'Change in Kansas City a very complete and representative collection of grain samples from the grain growing countries of the globe. The samples of wheat are a very interesting exhibit of the world's chief cereal. The collection was made by Smith, Hammond & Co. of Baltimore.

IN some parts of Iowa a small yellow worm, about an inch long and resembling the black "thousand-legged worm," is reported as creating havoc in the cornfields. It eats the roots of the corn and bores into the kernels in the ground, killing the germ. It is believed to be a worm that thrives only in extremely dry seasons.

BARNARD & LEAS MANUFACTURING COMPANY, Moline, Ill., have issued a special catalogue of elevator machinery, containing illustrations, descriptions and prices of about everything needed in an elevator from a belt link to a feed mill or separator. This catalogue is gotten up in the handsome style usual with this firm, and is provided with an index to facilitate reference. They will mail it to any parties writing for it.

COOPER well your cars, and try to prevent their contents being scattered along the track to destination. But when covering holes on floor of car do not use planking, as it interferes with the work of the power shovels. If these pyramids which some shippers erect over the holes in the floor are torn off, much grain will run out in the process of unloading, and if they retain their hold on the car floor, much grain will lodge about them in spite of the shovels. In either case it will be at shipper's loss.

THE beauties of class legislation have again been exemplified in the case of the tenant law. Thompson & Anderson, grain dealers at Leland, Ill., have a lawsuit on their hands because they purchased grain from a tenant who had not paid his rent to the farmer who owned the land and had a lien on the crop to secure it. The amount paid the tenant for his grain was $200; and Messrs. Thompson & Anderson are called upon to pay it again. Laws of this kind, which make business men collection agencies responsible for other people's debts, make justice very tired.

THIS paper has frequently directed attention to the fact that granaries appear to be favorite targets for the lightning. Elevators come in for some favoritism; but, of course, not nearly so much as granaries, for the reason that their number is more limited. Barns and granaries easily lead all other classes of property in the United States in the number of fires from lightning. Thus in 1892 the number of the former was 495, compared with only 177 dwellings. In 1891 the number was 290, against 78 dwellings, and in 1890 363, against 121 dwellings. The number of grain elevators fired by lightning in 1892 was four. During the nine years ending in 1892 2,335 barns and granaries, 104 churches and 664 dwellings were struck by lightning. Of course there are more dwellings in the country than barns and granaries; but supposing the number to be equal, why should lightning develop four times the affinity for barns and granaries that it does for dwellings? Has grain anything to do with it?

SCOOP SHOVEL men will soon have another harvest unless regular country buyers induce their town council to enact an ordinance levying a tax of $50 a month upon all irregular buyers, who go about the country with their offices in their hats and gobble the cream of the business. They have few expenses and give no support to public institutions. The general merchants are protected from traveling peddlers, and rightly so; the regular grain dealers should be protected from the traveling sharks, who buy only when the movement of grain is large.

DOWN in Butler and Preble counties, Ohio, and along the lines of several railroads the millers and grain dealers have united to put an end to the sack-loaning abuse. They are selling off their sacks and hereafter the farmer will have to use his own or borrow his neighbor's. Why a miller or warehouseman should supply sacks any more than a team and wagon does not appear. It is simply one of those abuses which has crept in through usage; and it is a costly one, where in vogue. It is to be hoped the reformation will be thorough and will spread.

LAST year, on account of the extreme drouth in Western Europe, a good deal of American hay found entrance in various portions of Europe, including Switzerland. The American Consul at Zurich informs the state department at Washington that the same conditions are likely to prevail this year, and Switzerland again import hay from the United States. He warns shippers, however, that only good hay and strictly honest baling are wanted. Bales should be well pressed, wire-bound and weigh 100 or 200 pounds. There is no duty on hay in Switzerland.

ATTENTION is directed to the card of Paine Brothers, Milwaukee, Wis., which appears among "Commission Cards" in this issue. They are large dealers who buy and sell outright. They handle grain, mill feeds, screenings, etc., and having special facilities for drying, etc., are always prepared to make offers on low grade wheat, barley or oats. They have ample facilities for the conduct of their business, and are the lessees of elevator "C" of the C., M. & St. P. Railroad. They request samples and prices of anything shippers have to offer, or will submit bids.

MOBILE is determined to have a large grain storage elevator to handle an export grain trade and it is now offering a bonus to anyone of experience and capital who will build and operate such a house. Charleston is also anxious to have a large grain elevator. Both ports have a good harbor and each has considerable tonnage. However, no grain can be sent via either port until facilities for handling export grain are provided. Each port would secure considerable grain if enterprising pushers were induced to enter the business, and considerable could be done in handling bulk rice.

WE have not been favored with a satisfactory reply to Query 25, published in the May number. Readers will confer a favor by informing us of any experience they may have had in that line. We have secured the opinion of an able lawyer on the general rights of consignors, which we publish in this number. It merits perusal by every reader. Shippers can secure relief from all liability for freight on grain shipped by having bills of lading marked "Freight C. O. D." This will make the freight a first lien on the grain, and if carrier does not collect it of the receiver he has no recourse

against the shipper. Carriers may not be able to collect from shippers even if this condition is not inserted in bills of lading, but if it is inserted it bars action.

An effort is being made to reduce the grain storage rates at Minneapolis, and a rule has been submitted to the board of directors of the Chamber of Commerce which provides that public warehouses and elevators shall charge a uniform rate of storage of ¼ cent per bushel for the first 20 days or part thereof, and ⅛ cent per bushel for each subsequent 10 days, or part thereof, and such rates shall also be maintained where the proprietors or managers of such warehouses and elevators are storing wheat for their own account. This is a pretty low rate and it might induce elevator owners to operate their houses as private elevators.

Rail carriers have not put track scales in Kansas for weighing grain, as is provided by the law enacted at the solicitation of the Kansas Grain Dealers' Association. Carriers falsely claim that to compel them to weigh grain for interstate shipment would be an interference with interstate commerce, which the state has not the power to do. In making out bills of lading for shipments to points within the state, they avail themselves of the option given by the law and accept the shipper's statement as to the weight of the shipment. They are so blinded by self-prejudice that they cannot see that the loading and weighing is no part of interstate commerce.

It is commonly supposed that a large majority of the millers are in favor of the Hatch Anti-Option Bill. At the meeting of the Millers' National Association at Chicago on June 12 a resolution was introduced indorsing the bill and urging its passage. The resolution aroused so much antagonism that it was withdrawn. Had it come to a vote it would have been defeated. This reception of the bill in an association where the influence of Minneapolis, Milwaukee and Buffalo is paramount shows the hostility which the bill has aroused among those who have duly weighed it. A great many people indorse the Hatch bill who have never read it and do not understand its sweeping character.

Britt's Automatic Safety Bit, advertised on another page in this issue, is a device which will interest every owner of a horse. The purpose of this bit is to make it possible to control horses with ease, and to render runaways impossible. Any horse is liable to run under some circumstances, and the Britt Automatic Bit will stop any horse, no matter how hard-mouthed he may be. This is done by an automatic device which closes the horse's nostrils so that he cannot breathe, and therefore must stop. This bit has been indorsed by the Society for the Prevention of Cruelty to Animals, who not only advocate and use it, but sell it. Dr. L. P. Britt, 37 College place, New York, is the patentee and manufacturer.

The June report of the Bureau of Statistics shows that breadstuffs valued at $10,861,532 were exported during May, compared with $16,343,641 in May, 1893; and for the 11 months ending May 31 breadstuffs valued at $153,907,509 were exported, against $179,473,891 for the same time in 1892-93. Wheat flour to the amount of 1,396,358 barrels was exported in May, against 1,308,653 barrels in May, 1893; and 15,342,033 barrels were exported during the 11 months ending May 31, against 15,116,951 barrels for the same time in 1892–93. Wheat to the number of 5,891,707 bushels was exported in May, against 9,333,318 bushels in May, 1893; 84,508,268 bushels, valued at $56,955,744, being exported during the 11 months ending May 31, against 106,481,392 bushels, valued at $85,315,708, in the same time in 1892–93. No rye was exported in May, against 106,627 bushels in May, 1893, the exports for the 11 months ending May 31 being 230,658 bushels, against 1,277,910 bushels for the same time in 1892–93. Oats to the amount of 47,419 bushels was exported in May, against 726,738 exported in May, 1893; and during the 11 months ending May 31 5,629,749 bushels were exported, against 1,617,775 bushels, and during the 11 months 8,533,466 pounds of oatmeal were exported, against 4,595,421 pounds for the same time in 1892–93. Corn to the amount of 3,690,855 bushels was exported in May, against 5,411,331 in 1893; and for the 11 months 60,693,413 bushels were exported, against 40,106,558 bushels for the same time in 1892–93; and 260,804 barrels of cornmeal were exported during the 11 months ending May 31, against 246,492 barrels for the same time in 1892–93. Barley amounting to 26,708 bushels was exported in May, against 160,067 bushels for the same time in May, 1893; and 4,733,462 bushels were exported during the 11 months ending May 31, against 2,554,531 bushels for the same time in 1892–93.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics, rice aggregating 1,298,000 pounds, valued at $48,391, was imported during April, free of duty under reciprocity treaty with the Hawaiian Islands, against 94,000 pounds, valued at $3,760, imported during April, 1893; and during the ten months ending with April 7,222,083 pounds, valued at $284,266, were imported, against 7,878,800 pounds, valued at $327,084, imported during the corresponding months ending with April, 1893.

Of rice, imported free of duty, none was exported during April, against 2,420 pounds exported during April, 1893; and during the ten months ending with April 8,830 pounds were exported, against 57,479 pounds, valued at $1,587, exported during the ten months ending with April, 1893.

Dutiable rice amounting to 9,000,980 pounds, valued at $125,515, was imported during April, against 5,932,422 pounds, valued at $96,310, imported during April preceding; and during the ten months ending with April 51,450,134 pounds, valued at $788,612, were imported, against 63,605,221 pounds, valued at $1,104,589, imported during the corresponding months ending with April preceding. Of dutiable rice we exported 765,987 pounds, valued at $13,113, during April, against 1,532,776 pounds, valued at $26,803, exported during April, 1893; and during the ten months ending with April we exported 9,576,805 pounds, valued at $170,187 against 8,796,495 pounds, valued at $174,772, exported during the ten m nths ending with April, 1893.

Rice flour, rice meal and broken rice aggregating 3,472,577 pounds, valued at $51,391, was imported during April, against 5,590,054 pounds, valued at $95,866, imported during April, 1893; and during the ten months ending with April 42,908,440 pounds, valued at $653,638, were imported, against 55,070,413 pounds, valued at $1,010,573, imported during the ten months ending with April, 1893. Of imported rice flour, rice meal and broken rice none was exported in April or in April, 1893. There was none exported during the ten months ending with April, against 81,230 pounds, valued at $1,700, exported during the corresponding months ending with April, 1893.

THE FLIGHT OF THE BULLS.

—From the Circular of Paddock, Hodge & Co., Toledo.

Trade Notes.

If your business is not worth advertising advertise it for sale.

The Newell Coal Company of Peoria, Ill., has certified to an increase in capital stock from $25,000 to $100,000.

R. R. Howell & Co., manufacturers of grain registers, etc., at Minneapolis, suffered the loss of their entire plant by fire June 2. Loss $130,000; partly covered by insurance. They will probably rebuild.

The Robert Aitchison Perforated Metal Company, Chicago, report an increased inquiry for perforated metals, and consider the outlook promising. They recently made a shipment of perforated steel to Sonora, Mexico.

The only American exhibit of machines at the international exhibit of grain cleaning machinery at St. Petersburg, Russia, consisted of an Empire Separator No. 2, close scourer No. 4, malt cleaner No. 5, Empire Receiving Separator No. 3, and brush machine No. 4, manufactured by the Richmond Manufacturing Company.

The New Era Iron Works has been incorporated at Dayton, Ohio, with a capital of $50,000, to manufacture gas engines and iron specialties. They write us that their New Era Engine has been in successful operation for nearly two years. This engine is built largely in the larger sizes, and special attention is given to its construction for private electric light plants.

The Webster Mfg. Company, Chicago, have recently issued a special catalogue of the Improved Lewis Gas and Vapor Engines, a copy of which will be sent to any reader of this journal requesting same and referring to this notice. Since this engine was placed on the market 507 have been sold, and none have exploded or given the users any trouble. A number of improvements have been made on the engine and it now runs very smoothly and gives a steady, even power.

Bags and bagging valued at $1,094,144, were imported during the ten months ending with April, against an amount valued at $1,107,659 imported during the ten months ending with April, 1893. Burlaps (except for bagging for cotton) valued at $3,734,183 were imported during the ten months ending with April, against an amount valued at $4,966,919 imported during the ten months ending with April, 1893 Of imported bags and bagging an amount valued at $21,956 was exported during the ten months ending with April, against an amount valued at $65,889 exported during the ten months ending with April preceding. Of imported burlaps (except for bagging for cotton) an amount valued at $984 was exported during the ten months ending with April, against an amount valued at $62,571 exported during the corresponding months ending with April preceding.

The Eagle brand of roofing has been very extensively applied in all climates, and subjected to all sorts of weather, so that it is well known what it will do under any circumstances. Acres of roofs have been covered with it. The advantages which are claimed for it are economy, durability, non-inflammability, and it is impervious to water. This roofing is prepared from felt, all wool fiber. It is saturated in compounds of gum and patent preparation, which renders it waterproof. It is rolled and re-rolled under hydraulic pressure, until it appears as a strong, compact and pliable material. This is the basis of the Eagle brand roofing, which is completed by applying a coat of rubber paint. The material comes in rolls, and is very easily applied on slanting or flat roofs by a person unskilled in roofing work. We understand that it has the approval of the New York Board of Fire Underwriters, and that for all-round work, where economy and efficiency is desired, it has proved a very satisfactory article. It is manufactured only by the Excelsior Paint & Roofing Company, 155 Duane street, New York City, who will be pleased to furnish prices, samples, etc., on application.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since May 15 has been as follows:

May.	No. 2 Red W. Wht. Low.	No. 2 Red W. Wht. High.	No. 2 Spg Wheat. Low.	No. 2 Spg Wheat. High.	No. 2 Corn. Low.	No. 2 Corn. High.	No. 2 Oats. Low.	No. 2 Oats. High.	No. 2 Rye. Low.	No. 2 Rye. High.	No. 3 Barley Low.	No. 3 Barley High.	No. 1 Flax Seed Low.	No. 1 Flax Seed High.
15....	55¾	55¾	56⅜	57¾	37¼	37¼	35⅛	35½	45	45	53	56	133½	133½
16....	55¾	55⅞	..	....	37¼	37½	33¼	33½	45	45	52	56	133	133
17 ..	54½	55	55¾	56⅛	36¾	37¾	33	33½	45	45	53	56	.....	.....
18....	54	54½	..	...	36¾	37¼	32¾	33	45	45	52½	56	138	138
19....	55⅛	55½	....	....	37	37½	33⅛	33⅛	45	45	52	56	138	138
20 ..	...	....	....	....	....	....	....	....	..	....	....	....	.....	.....
21 ..	56	56½	56¼	57	37¼	37¾	34⅛	34⅛	45	45	52	55	134	134
22....	56⅜	56⅜	56½	57½	37¼	37½	33½	33¾	45	45	51	56	130	130
23....	55	55½	56¾	57½	37⅝	38		....	45½	45½	52	4	128	130
24....	56	56¼	56¼	57¼	38	38⅛	34¼	34⅞	45½	45¼	50	56	133	133
25....	55⅛	55½	56¼	57¾	37⅛	37½	34	34⅛	45½	45½	52	55	.....	.....
26...	54¼	54½	55⅜	58	37	37⅜	33½	33½	45½	45½	52	54	133	133
27....	....	...	....	....	..	..	....		....	..	....	....	.....	.....
28....	54⅝	54¾	56⅝	58	37½	37¾	34	34	46	46	50	53	133	133
29 ...	54⅛	54½	56⅛	57⅝	37⅛	37¾	34	36¾	48	48	50	52½	133	133
30*..	..	....	....	....	..	....	....	....	...	...	...	..	.....	.....
31....	55	55⅜	55¾	58½	37½	38	34¼	34¾	48	49	50	53	133	133
1....	53½	54¼	55¼	5 ⅛	37⅜	37¾	34¾	36¼	49	49	50	53	132	133
2....	54⅛	54½	55½	57¼	37½	37¾	34¾	34¾	49	49	51	52	133	133
3....	..	..	..	..	....	....	..			....	....	....	...	.....
4....	55	55¼	56	58¼	37¾	38¼	35	35⅛	49	49	50	53	....	.....
5 ...	55⅛	55⅜	56½	58½	8¾	39¼	36⅛	38⅛	49	49¼	49	53	134	134
6....	56¼	57½	57	59¾	39	39¼	39	39	49¼	49½	0	54	133½	133½
7.. .	58¼	58½	58⅞	61¾	39¼	39⅝	39¾	40	50	50	51	54	132½	133½
8....	59	59¼	59½	62	40¾	41¼	42¼	43½	49½	51	52	52	...	....
9....	57⅞	58¾	59½	61¾	40⅛	40¾	40¼	40¼	50	50	50	55	132	132
10....	....		....	...	.	....	....	....	....	.	....	....	.....	.....
11 ..	58½	59	58½	61½	40	40½	40	40¼	50⅛	50½	50	54	132⅛	132½
12....	60	60⅜	61¼	63⅝	41	41½	41½	41½	51½	51½	52½	53	.....	...
13....	60¼	60½	61¼	63½	41¼	41¾	41½	41¾	51	52	53	53	135½	137
14....	59	60	59½	62¼	41⅜	41¾	41¾	42½	50	50	53	54	137	137
15....	....		..	....		....	...	....	....	..	..		. ...	

* Decoration Day.

For the week ending May 19 prime contract timothy sold at $3.92@4.15 per cental; prime contract clover at $9.00@12.00; Hungarian at $1.25@2.00; German millet at $0.80@1.25; buckwheat at $1.10@1.65 per 100 pounds. No. 1 flax on track sold at $1.04@1.38. The receipts of hay for the week were 4,803 tons, against 3,925 tons for the previous week. The shipments for the week were 564 tons, against 780 tons for the previous week. The market was dull and demand light from all sources. At the close of the week a steadier feeling existed due to a falling off in receipts. Sales of No. 1 timothy ranged at $10.00@10.75; No. 2, $8.75@9.50; mixed, $7.50@8.50; not graded, $7.75@10.00; Illinois upland prairie, $5.75; Indiana, $6.00@6.50; Dakota, $6.50; Iowa, $4.50 for heating, and $7.00@9.50 for fair to fancy. Packing hay, $4 50. Wheat straw sold at $4.50@6.00; oat straw at $6.00, and rye straw at $7.50@9.50.

For the week ending May 26 prime contract timothy sold at $3.80@4.10 per cental; prime contract clover at $8.90@11.00; Hungarian at $1.25@2.00; German millet at $0.80@1.25; buckwheat at $1.10@1.65 per 100 pounds. No. 1 flax on track sold at $1.08@1.38. The receipts of hay for the week were 5,523 tons, against 4,803 tons the previous week. The shipments for the week were 711 tons, against 564 tons for the previous week. The arrivals were liberal, and with only a moderate demand the market was dull and dragging throughout the week. Only choice bright hay was wanted and coarse off color lots were about unsalable. Sales of No. 1 timothy ranged at $9.50@10.75; No. 2, $8.00@9 00; mixed, $7.00@8.50; not graded, $8.00@9.75; Illinois upland prairie, $5.00@6.00; Wisconsin, $7.00; Iowa, $6.50@8.50. Wheat straw sold at $5.00@5.50; oat straw at $5.00@5.50, and rye straw at $6.50 for poor and $8.00@8.50 for good to choice.

For the week ending June 2 prime contract timothy sold at $3.75@4.00 per cental; prime contract clover at $8.90@10.50; Hungarian at $1.00@2.00; German millet at $0.70@1.25; buckwheat at $1.10@2.00 per 100 pounds. No. 1 flax on track sold at $1.03@1.33. The receipts of hay for the week were 4,631 tons, against 5,523 tons the previous week. The shipments for the week were 602 tons, against 711 tons for the previous week. A dull and depressed feeling existed during the week. Demand was light from all sources. Coarse and off color hay was about unsalable, and receivers found it impossible to dispose of consignments unless the hay was strictly choice. Sales of No. 1 timothy ranged at $9.50@10.50; No. 2, $8.00@9.00; mixed, $7.25@8.00; not graded, $6.00@10.00 for poor to choice; threshed, $5.50; Illinois upland prairie, $5.75; Dakota, $6.00; Kansas, $8.00; Iowa, $6.00@6.50 for coarse, and $7.00@8.50 for good to fancy. Wheat straw sold at $4.50@5.50; oat straw at $4.50@5.00, and rye straw at $8.00@8.25.

For the week ending June 9 prime contract timothy sold at $3.75@4.25 per cental; prime contract clover at $8.90@10.00; Hungarian at $1.00@1.80; German millet at $0.60@1.25; buckwheat at $1.10@2.00 per 100 pounds; No. 1 flax on track sold at $1.02@1.34. The receipts of hay for the week were 6,107 tons, against 4,631 tons the previous week. The shipments for the week were 1,218 tons, against 602 tons the previous week. The market ruled dull during the first of the week, but late in the week the receipts fell off and the demand became quite brisk. Local buyers took hold liberally and choice grades sold readily. Sales of No. 1 timothy ranged at $9.50@10.75; No. 2 $8.00@9.00; mixed, $5.50@8.50; not graded, $5.00@9.75; threshed, $6.00; Illinois upland prairie, $5.00@6.00; Indiana, $6.50@7.00; Kansas, $8.50; Dakota, $6.00@7.50; Iowa $5.00@6.50 for poor to fair, and $7.00@9.00 for good to choice; packing hay, $4.50. Wheat straw sold at $4.75@5.00, oat straw at $4.00@5.00, and rye straw $7.50@8.25.

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco during the month ending May 31, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts. 1894.	Receipts. 1893.	Shipments. 1894.	Shipments. 1893.
Wheat, centals.....	268,460	576,392	215,408	421,007
Corn, "	42,584	37,358	20,359	11,927
Oats, "	52,395	20,046	1,308	1,855
Barley, "	114,447	313,470	9,617	86,800
Rye, "	3,474	2,980	....	....
Hay, tons..........	8,790	9,068	....	....
Flour, ¼ bbls.......	383,612	357,926	bbls. 46,032	42,935

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the 5 weeks ending June 2, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts. 1894.	Receipts. 1893.	Shipments. 1894.	Shipments. 1893.
Wheat, bushels...	526,720	1,682,169	2,746,791	7,527,061
Corn, bushels....	33,452	....	155,142	272,841
Oats, bushels.....	40,255	....	6,679	....
Barley, bushels...	....	....	....	....
Rye, bushels.....	1,549	....	10,000	11,833
Flaxseed, bushels.	....	....	....	88,937
Flour rec'd, bbls.	742,045	476,713	832,266	533,916
Flour produced, "	101,025	75,618	....	....

Superior during the same periods produced 173,361 barrels of flour against 74,800 barrels in same time last year, and shipped 832,266 barrels during 5 weeks ending June 2, 1894.

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States was as follows:

	Month ending April 30. 1894.	Month ending April 30. 1893.	Ten months ending April 30. 1894.	Ten months ending April 30. 1893.
United Kingd'm	2,737,512	2,947,121	45,595,113	63,717,416
Germany.......	242,904	49,083	1,501,022	2,323,073
France	385,285	622,293	8,478,401	5,466,364
Other countries in Europe....	1,526,123	2,472,872	20,506,258	22,031,919
Brit. North Am. Possessions...	182,369	408,190	2,843,541	3,102,133
Cent. Am. states & Brit. Hond	196	5,000	30,472	41,549
West Indies and Bermuda.....	2,021	210	13,515	10,715
Brazil..........	12	....	59	63,925
Other countries S. America...	500	1,350	4,033	9,583
Asia & Oceanica	1,414	662	10,003	14,285
Africa..........	....	55,766	85,879	373,512
Other countries	10	1,496	4,922	10,573
Total	5,078,346	6,564,043	79,073,218	97,165,047

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

	Month ending April 30. 1894. Bu.	Month ending April 30. 1893. Bu.	Ten months ending April 30. 1894. Bu.	Ten months ending April 30. 1893. Bu.
United Kingdom.	3,249,737	1,789,089	23,961,894	14,734,674
Germany........	1,191,933	285,737	10,716,651	3,777,451
France...........	173,378	36,020	2,276,602	866,232
Other countries in Europe........	1,281,359	557,312	10,418,138	5,000,736
British North Am. Possessions	1,191,626	567,515	9,113,582	3,030,232
Mexico..........	18,875	613,828	399,480	6,110,194
Cent. Am. States & Brit. Hond'rs	69,467	30,111	226,233	78,047
Cuba...........	146,435	190,828	929,718	923,696
Puerto Rico......	650	2,400	7,309	18,244
Santo Domingo...	570	300	1,169	5,646
Other West Indies and Bermuda ..	41,479	37,224	513,745	443,573
South America ...	3,974	129,043	116,889	461,320
Other countries ..	1,124	1,124	18,439	18,739
Total..........	7,370,607	4,240,531	58,699,849	35,468,784

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the 5 weeks ending June 2, as compared with the same period of the preceding year, were, according to Geo. M. Lane, secretary of the Board of Trade, as follows:

Articles.	Receipts. 1894.	Receipts. 1893.	Shipments. 1894.	Shipments. 1893.
Wheat, bushels.......	143,553	303,258	443,152	469,974
Corn, bushels.........	104,377	167,694	23,277	69,708
Oats, bushels.........	145,610	180,497	6,282	22,717
Barley, bushels.......	8,375	25,625	....	1,736
Rye, bushels..........	860	5,314	....	6,670
Hay, tons............	700	....	352	....
Flour, barrels........	11,379	13,577	8,255	7,397

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, O., during the 5 weeks ending June 2, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts. 1894.	Receipts. 1893.	Shipments. 1894.	Shipments. 1893.
Wheat, bushels.......	393,300	475,600	1,035,800	1,286,600
Corn, bushels.........	182,000	600,100	596,300	1,389,800
Oats, bushels.........	8,500	18,400	7,300	94,100
Barley, bushels.......	60	1,000	3,100	1,200
Rye, bushels	5,300	7,700	17,600	8,600
Clover seed, pounds...	7,500	....	93,600	117.900
Flour, barrels........	6,183	7,089	121,582	128,299

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the 5 weeks ending June 2, as compared with the same period of the preceding year, were, according to W. D. Charde, secretary of the Commercial Exchange, as follows:

Articles.	Receipts. 1894.	Receipts. 1893.	Shipments. 1894.	Shipments. 1893.
Wheat, bushels ..	551,400	756,000	....	....
Corn, bushels....	1,034,600	925,400	....	....
Oats, bushels	266,000	366,000	....	....
Barley, bushels...	....	....	....	....
Rye, bushels.....	5,400	13,200	....	....
Flaxseed, bushels	....	1,200	....	....
Hay, tons........	3,300	3,680	....	....

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the 49 weeks ending June 2, for the three last years, were as follows:

	1893-94.	1892-93.	1891-92.
St. Louis.............	12,063,000	25,230,000	25,608,000
Toledo................	12,291,000	21,911,000	19,565,000
Detroit	8,298,000	8,018,000	7,339,000
Kansas City...........	12,753,000	25,621,000	14,348,000
Cincinnati............	1,041,000	1,820,000	2,381,000
Winter wheat.......	46,446,000	82,600,000	69,241,000
Chicago	21,043,000	61,023,000	45,149,000
Milwaukee............	10,731,000	14,229,000	11,719,000
Minneapolis...........	49,849,000	64,397,000	62,320,000
Duluth................	30,886,000	37,651,000	47,079,000
Spring wheat.......	112,509,000	177,300,000	166,267,000
Total, 49 weeks.	158,955,000	259,900,000	235,508,000

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 5 weeks ending June 2, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts. 1894.	Receipts. 1893.	Shipments. 1894.	Shipments. 1893.
Wheat, bushels.......	57,050	65,400	39,600	47,400
Corn, bushels	1,061,660	797,000	422,300	145,760
Oats, bushels	2,208,000	2,197,600	1,899,300	2,037,800
Barley, bushels.......	30,100	13,300	23,100	15,400
Rye, bushels..........	7,200	15,600	2,400	4,850
Mill Feed, tons.......	285	120	2,815	3,126
Hay, tons............	3,590	2,530	1,212	840
Flour, barrels........	21,600	19,950	16,950	16,651
Spirits & Liquors, bbls.	2,690	417	17,611	20,893
Syrup & Glucose, bbls.	1,900	1,790	20,026	23,055

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, June 9, 1894, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		34,000	55,000		
Baltimore	519,000	134,000	45,000	7,000	
Boston	87,000	219,000	6,000		
Buffalo	1,443,000	189,000	137,000	6,000	14,000
do afloat					
Chicago	19,199,000	3,047,000	174,000	128,000	
do afloat					
Cincinnati		6,000	18,000		2,000
Detroit	1,729,000	18,000	6,000		2,000
do afloat					
Duluth	7,351,000		54,000	5,000	
do afloat					
Indianapolis	83,000	36,000	2,000		
Kansas City	247,000	9,000		9,000	
Milwaukee	1,085,000	3,000		4,000	
do afloat					
Minneapolis	9,547,000		28,000	1,000	2,000
Montreal	603,000	2,000	229,000	26,000	15,000
New York	8,475,000	438,000	399,000	9,000	
do afloat	254,000	144,000	36,000		
Oswego	73,000	3,000			12,000
Peoria	98,000	103,000	93,000	1,000	1,000
Philadelphia	395,000	122,000	114,000		
St. Louis	2,513,000	170,000	13,000	1,000	
do afloat					
Toledo	2,491,000	51,000	1,000	2,000	
do afloat					
Toronto	123,000		49,000		39,000
On Canals	1,248,000	1,494,000	416,000		
On Lakes	648,000	1,171,000	847,000	6,000	
On Miss. River		121,000	42,000		
Grand total	58,211,000	7,514,000	2,764,000	205,000	87,000
Corresponding date, 1893	68,662,000	8,158,000	3,031,000	589,000	354,000

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of May, 1894, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.				No G'de.
	2	3	4	1	2	3	1	2	3	4	
C., B. & Q.	2	1			15	2		28	81	17	4
C., R. I. & P.					3	1		6	13	5	
C. & A.					5	3		7	40	3	
Illinois Central					1	3		13	30	8	
Freeport Div.									2	1	
Galena Div. N. W.											
Wis. Div., N. W.				1				10	1	1	
Wabash					2			18	55	11	8
C. & E. I.								3	9	6	
C., M. & St. P.						2		11	11	1	
Wis. Cent.											
C. Gr. Western									2	2	
A., T. & S. Fe					9	81		3	28	2	5
Through & Spec'l								827	143	16	1
Total each grade	3	3			35	95		926	415	73	18
Total W. wheat											1,568

SPRING WHEAT.

Railroad.	Northern.	2	3	4	No Grade	White.		Mixed Wheat.	
						1	2	2	3
C., B. & Q.		6	13	1	1				2
C., R. I. & P.			1	1				3	
C. & A.			1						
Illinois Central									
Freeport Div.			1						
Galena Div., N. W.				2	1	1			
Wis. Div., N. W.			1	1					
Wabash									
C. & E. I.									
C., M. & St. P.					6	1			
Wis. Cent.					1				
C. Gr. Western									
A., T. & S. Fe				1					
Through & Special			74	4				1	1
Total each grade		6	82	30	4	2		4	3
Total sp. wheat									125

CORN.

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C., B. & Q.	429	365	81	56	452	423	16	1
C., R. I. & P.	157	207	18	19	165	421	26	5
C. & A.	280	10	51		187	15	9	
Illinois Cent.	257	166	72	47	104	73	10	1
Freeport Div.	106	68	22	17	99	91	5	
Gal. Div. N. W.	302	226	15	20	393	256	12	1
Wis. Div. N. W.	4	10	1			1		
Wabash	128	109	52	33	30	55	17	
C. & E. I.	15	25	4	8	3	7	2	1
C., M. & St. P.	265	118	13	5	442	201	11	1
Wis. Central								
C. G. Western	27	4			26	31	5	
A., T. & S. Fe	118	19	13	3	83	35	8	3
Through & Spec'l	139	151	24	22	27	47	8	
Total each grd	2,227	1,478	366	230	2,011	1,656	129	13
Total corn								810

OATS.

Railroad.	White.			2	3	White Clipped.		No G'de
	1	2	3			1	2	
C., B. & Q.		510	215	176	66			1
C., R. I. & P.		227	312	36	68			12
C. & A.		82	7	49	6			
Illinois Central		51	20	95	17			
Freeport Div.		75	213	48	24			8
Galena Div. N. W.		169	533	108	113			
Wis. Div N. W.		93	167	7	19			1
Wabash		66	13	31	6			1
C. & E. I.		24	1	20				
C., M. & St. P.		359	502	85	75			1
Wisconsin Central		11	7	1	1			
C. G. Western		71	116	36	36			
A., T. & S. Fe		128	72	86	7			4
Through & Special		86	28	73	23			2
Total each grade		1,952	2,206	880	460			50
Total oats								5,508

RYE.

Railroad.	1	2	3	No Grade.
C., B. & Q	1	11	3	
C., R. I. & P		6	3	
C. & A		2		
Illinois Central				
Freeport Div		9	1	
Galena Div. N. W		6		
Wisconsin Div. N. W		5		
Wabash				
C. & E. I				
C., M. & St. P		22	3	
Wisconsin Central		1		
C. G. Western		4	4	
A., T. & S. Fe				
Through & Special				
Total each grade	1	66	14	
Total rye				81

BARLEY.

Railroad.	Bay Brewing.	Chevalier.	2	3	4	5	No Grade.	Total No. Cars all grain by Roads.
	3	3						
C., B. & Q.			1	17	5	1		3,003
C., R. I. & P.				15	16	3		1,749
C. & A.								757
Illinois Central								968
Freeport Div.				16	6	2		814
Galena Div. N. W.				13	7	2		2,180
Wis. Div. N. W.			1	80	20		4	428
Wabash								634
C. & E. I.								137
C., M. & St. P.			2	119	20	12		2,297
Wisconsin Central				2				24
C. G. Western				8	10	1		888
A., T. & S. Fe								708
Through & Spec'l					2	1		1,700
Total each grade			4	270	95	22	4	15,787
Total barley							395	

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending June 9, as compared with same weeks last year, have been as follows:

	For the week ending June 9.		For the week ending June 10.	
	1894.	1893.	June 2. 1894.	June 3. 1893.
Wheat, bu.	903,000	2,380,000	1,165,000	2,008,000
Corn	792,000	737,000	840,000	886,000
Oats	13,000	311,000	23,000	359,000
Rye		34,000		20,000
Flour, bbls.	264,000	183,000	271,000	357,000

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 5 weeks ending June 2, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	2,949,740	3,769,950	423,580	1,997,000
Corn, bushels	310,910	118,110	235,050	23,760
Oats, bushels	295,450	285,510	123,620	125,300
Barley, bushels	5,910	20,760	3,920	9,140
Rye, bushels	8,660	82,750	980	22,690
Flaxseed, bushels	8,900	3,030	12,180	41,290
Hay, tons	2,363	2,203	20	44
Flour, barrels	14,024	11,831	767,248	629,613

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during May, 1894 and 1893, of seeds, hay and broom corn:

Rcpts.	Timothy lbs.	Clover lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1894	401,580	52,247	356,654	58,660	692,000	22,259
1893	412,698	141,507	331,087	191,304	156,400	21,824
Shipts.						
1894	1,398,079	804,323	1,034,814	60,370	312,215	3,014
1893	1,717,331	138,976	414,735	459,724	734,623	3,164

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month ending May 31, as compared with the same period of the preceding year, were, according to Wm. Thurston, secretary of the Merchants' Exchange, as follows;

Articles.	Receipts by lake.		Shipments by canal.	
	1894.	1893.	1894.	1893.
Wheat, bushels	5,516,076	12,822,528	4,154,999	4,108,781
Corn, bushels	4,290,860	4,222,918	2,481,316	1,229,959
Oats, bushels	2,230,700	3,400,700	127,975	60,373
Barley, bushels		59,300	20,483	19,300
Rye, bushels	34,000	300,666	23,973	86,628
Grass Seed, bags	4,930	1,425		
Flaxseed, bushels	57,000	434,165		lbs. 20,824,680
Hay, tons				
Flour, barrels	1,665,898	1,058,100	428	100

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 5 weeks ending June 2, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	879,650	972,750	31,467	437,301
Corn, bushels	209,300	105,650	29,450	33,600
Oats, bushels	1,238,000	1,009,000	815,570	569,550
Barley, bushels	242,440	368,000	51,400	162,668
Rye, bushels	76,285	135,800	35,985	169,236
Grass seed, pounds	9,430	24,500	34,135	154,016
Flaxseed, bushels	1,695	10,630	580	2,160
Hay, tons	990	1,374	116	270
Flour, barrels	237,100	185,325	318,421	331,962

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month ending May 31, as compared with the same period of the preceding year, were, according to Geo. H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	110,500	214,500	205,657	513,582
Corn, bushels	3,028,200	2,164,400	2,078,164	2,146,312
Oats, bushels	1,003,200	862,400	267,766	149,411
Barley, bushels	12,000	7,500		1,08
Rye, bushels	7,700	30,800	5,850	35,598
Hay, tons	13,605	9,535	3,735	2,40
Flour, barrels	204,235	96,977	187,910	145,161

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the first 10 months of the two last crop years, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1893-94.	1892-93.	1893-94.	1892-93.
August	414,700	729,300	341,606	1,009,113
September	1,881,550	761,750	1,195,733	974,668
October	2,340,800	1,452,000	1,810,110	1,150,685
November	1,178,650	1,395,350	887,708	1,365,880
December	493,900	743,050	883,932	928,060
January	183,700	396,550	186,674	323,261
February	59,400	187,550	142,645	232,555
March	44,000	367,950	92,050	393,257
April	129,464	232,650	60,423	650,506
May	128,269	190,300	72,463	401,359
June				
July				
Total	6,854,433	6,456,450	5,173,344	6,679,344

ELEVATOR AND GRAIN NEWS

Mr. Gurd has opened an elevator at Roland, Man.

An elevator is to be erected at Little York, Ontario.

An elevator is in course of construction at Melwood, Ill.

Mr. Hannaher, Lyons, Iowa, will rebuild his grain office.

H. B. Smith, Ireton, Iowa, grain and coal, have sold out.

W. H. Stahl, Galena, Ill.; grain and hardware, has sold out.

Wm. Fry has decided to enter the grain business at Dewey, Ill.

Mr. Joe Kratz will embark in the grain business at Amboy, Ill.

An addition is being built to the McCray Elevator at Raub, Ill.

T. E. Argue, Ottawa, Ontario, intends to erect a grain elevator.

Easton & Co., Peoria, Ill., are building a grain elevator at Dunlap.

A. Schrump, Willow Lakes, S. D., is about to erect a grain elevator.

E. V. Denton and others will build a $40,000 brewery at Raleigh, N. C.

Hartman Bros., Reading, Pa., have completed their new grain house.

W. C. Ervin is offering for sale his grain warehouse located at Homer, Ill.

J. A. Cole will build a 25,000-bushel elevator for his mill at Rochester, Minn.

Wm. Sievert, Pepineau, Wis., will soon have a new grain elevator completed.

Claggett Bros., Lexington, Ill., will erect a 7,000-bushel elevator at Cooksville.

Work has been commenced on the erection of the new elevator at Elkton, S. D.

Work has been commenced on a 16,000-bushel elevator at Cannon Falls, Minn.

Edwin Mezger & Co., Dwight, Ill., have purchased the Three I Harvey Elevator.

Masters & Hadley, Waldron, Mich., have about completed their new elevator.

McCray & Morrison, Raub, Ill., have commenced the erection of a new elevator.

A large grain warehouse at Creston, Wash., will soon be in course of construction.

Work has been commenced on McCaull, Webster & Co.'s elevator at Vermillion, S. D.

C. M. Hertig of Minneapolis will erect a 30,000-bushel elevator at Bathgate, N. D.

Sim Rector, Weeping Water, Neb., grain buyer, is now dealing in baled hay and coal.

John Adger, San Antonio, Texas, has purchased the grain business of Harper & Co.

E. E. Megaard, Clear Lake, S. D., has commenced the construction of a new granary.

S. D. Hadley, Marion, Mass., has begun the construction of his new grain building.

Kane & Hartz, Kinsman, Ill., grain, coal and lumber dealers, have dissolved partnership.

Best & Bacon have leased the new elevator at Graymont, Ill., and have begun business.

An oil mill is said to be in contemplation at Morrillton, Ark. E. O. Hamon is interested.

Mutt & Wells, St. John's, Ohio, will, it is reported, establish a grain office at Wapakoneta.

Behnke & Ford, Parkertown, Ohio, have about completed their elevator at that place.

Jacob Weinhardt will soon begin the construction of a grain warehouse at Dayton, Wash.

Watkins, Lynch & Co., Peoria, Ill., grain and coal, have been succeeded by Watkins & Co.

A. Keeler, Kent, Wis., is remodeling his grain warehouse, and intends to put in an elevator.

It is proposed to erect an oil mill at Harmony Grove, Ga. J. T. Rogers is an interested party.

It is reported that a Minneapolis and Duluth syndicate will build a large elevator at Owen Sound, Ontario, and run a line of barges to that port in order to shorten the grain route to New York.

Aiken & Carrier, Owosso, Mich., hay dealers, have succeeded the firm of Weidman & Lingle.

D. F. DeWolf, St. Paul, Minn., formerly with Griggs Bros., has embarked in the grain business.

The Sun Distilling Company has been incorporated at Chicago with a capital stock of $40,000.

Winchester & Ellis, Allen, Mich., bankers, grain, coal, implements, have dissolved partnership.

George Nicholson & Co., owners of the new elevator at Henry, Ill., are ready to begin business.

The Xenia Grain Company has been incorporated at Xenia, Ohio, with a capital stock of $10,000.

Kingery, Ellis & Co., Canton, Ill., have organized for the purpose of carrying on a grain business.

T. J. Mathews, Cynthiana, Ind., is contemplating the erection of a 40,000 to 50,000 bushel elevator.

I. N. Clinker, Ripley, Ind., has put a separator in his grain house and will add a new engine shortly.

Gesler & Hauss, Wapakoneta, Ohio, will soon begin work on the construction of a new grain warehouse.

Henry Torpin & Son of Loretto and Oakdale, Neb., have been succeeded by the Torpin Grain Company.

L. B. Jones, Winthrop, Maine, has purchased the grain and American Express business of C. D. Wood.

Estes Bros., Opdyke, Ill., grain, implements, hardware, etc., have been succeeded by W. H. Estes & Co.

During the past season 269 cars of grain have been shipped by the farmers' elevator at St. James, Minn.

Geo. S. Miller, Monee, Ill., is preparing to erect a new elevator on the site of the one burned some time ago.

Two grain elevators will probably be erected at the new town of Hooker, between Centerville and Hurley, S. D.

The Hartley Grain Company, Kankakee Ill., has changed its name to the R. G. & C. H. Risser Company.

Mrs. A. Winetroud, Salt Lake City, Utah, grain and feed dealer, has been succeeded by Winetroud & Park.

Vogelsong & Poteet of Paola, Kan., millers, are about to build a 28x30 two-story and basement warehouse.

Frank Kettenbach will erect a grain warehouse at the forks of Sweetwater River and Lapwai Creek, Idaho.

The Comanche Cottonseed Oil Mill at Comanche, Texas, will have an enlarged plant and new machinery.

A fund is being raised in Mobile, Ala., for the erection of a new elevator. Thus far $8,050 has been pledged.

Thirty mills and elevators in Genesee County, Michigan, report having received 57,405 bushels of wheat in April.

It is reported that the Anglo-American Provision Company will soon erect a large elevator at South Chicago.

S. E. Dunham & Co., an old commission house on the Chicago Board of Trade, has suspended temporarily.

Peoria Commission Company of Peoria, Ill., is now doing business under the name of the Peoria Hay Company.

Z. Boughn, a large farmer and general merchant at Randolph, Neb., is erecting a 60,000-bushel elevator at that place.

W. T. Lemon, Coffeyville, Kan., has reconstructed his grain storage building that was partly demolished by the wind.

The Peoria Malting Company's elevator at Peoria, Ill., has been declared regular. Bert Schnebley is the weighmaster.

Fatman & Schwarz, New York City, have formed a partnership to carry on a grain and cotton commission business.

The Marfield Elevator Company will operate a lumber yard in connection with their new elevator at Hooker, S. D.

Sam Born & Co., Lafayette, Ind., have purchased the interest of L. C. Dukes in the Big Four elevators at Colfax, Ind.

Elevator "E" of the Milwaukee road at Milwaukee has shut down until necessary repairs can be made to its engine, etc.

Nicholson & Co.'s elevator at Henry, Ill., is about completed. It has 15 bins, with an average capacity of 3,000 bushels, the elevator's capacity being about 50,000 bushels. Meier & Son have the contract for iron-covered sides and roofs. Corn cribs will be erected later.

Strong & Leiter is the firm name of a company now carrying on a prosperous elevator and coal business at Mansfield, Ohio.

Thomas Newcomb & Son, Clarendon, Texas, wholesale and retail grain and harness, have been succeeded by Stanton Bros.

Robert Kennedy of Walla Walla, Wash., has been appointed agent for his state for the Pacific Coast Elevator Company.

The Marfield Elevator Company of Winona, Minn., will build or rent an elevator in Chicago for handling barley and flaxseed.

The Thorp Elevator Company, Ada, Minn., have torn down their elevator annex and will erect a new house this summer.

The business of the Mankato Malt and Grain Company, Mankato, Minn., is, despite the general depression, on the increase.

It is reported that Chicago capitalists are organizing a company to build one of the largest linseed oil mills in the country.

A. Muntzenberger, Harvard, Ill., will erect a storage elevator. It will be of wood and sheet iron, and will cost about $10,000.

John Ross is preparing to build an addition to his grain elevator at Raub, Ill., an increase of business demanding more room.

F. M. Snyder, Hopedale, Ill., grain dealer, has transferred his business to his son, L. Snyder, and has moved to Bloomington.

The Standard Elevator Company will have a new 125-horse power Reynolds-Corliss Engine in their new elevator at Minneapolis.

The Northern Grain Company, Eleva, Wis., has decided not to close its warehouse, as they intended to do the first of this month.

Gagan & Cooley, Grand Forks, N. D., have formed a partnership to carry on the grain business formerly conducted by J. M. Gagan.

Two of Huntley, Cranson & Hammond's large Monitor Warehouse Separators have been placed in the Belt Line Elevator at Duluth.

The Ladd Elevator Company, Ladd, Ill., have begun the erection of a 25,000-bushel elevator at that place at a cost of about $7,000.

A. B. Puterbaugh has purchased a grain elevator at Forreston, Ill. C. A. Beebe, who will be one of the firm, will manage the business.

An elevator is being built for the Mt. Vernon Milling Company at Mt. Vernon, Ill., by the Todds & Stanley Mill Furnishing Company.

The Diamond Elevator and Milling Company have succeeded to the business of the Minneapolis Grain and Feed Company at Minneapolis.

Robert Cole, a flour, feed and seed dealer of Moberly, Mo., has been arrested on the charge of fraudulent transactions through the mails.

During the first 15 days of May shipments of grain from Grant Park, Ill., amounted to 42 cars, and the total shipment for April was 103 cars.

The Marine Elevator Company will erect a 600,000-bushel annex at Buffalo, N. Y. The contract has been let to the Barnett & Record Company.

A grain commission firm of Cincinnati has purchased the Yingling machine shops and elevator at Seven Mile, Ohio, from Jacob Jacoby.

The Farmers' Elevator Company at McCanna, N. D., has given notice to its stockholders that they must pay an additional assessment of $5 per share on their stock or be declared delinquents and their stock sold.

A NEW FIELD FOR GAS ENGINES.

I.

"If I only hat more arm power dot Paderewsky vould not be in it."

It takes them a long time, but farmers are surely finding out that it is unbusinesslike to dabble in schemes outside their own legitimate line.

The O'Neill Elevator at Stockton, Minn., is undergoing material improvements. A gasoline engine has been substituted for the old horse power.

George Adams of Coffeeville, Kan., an extensive shipper at that point, will open a grain house in Kansas City, Mo., in time for the coming crop.

J. B. M. Kehlor, Edwardsville, Ill., has been proffered a bonus of $5,000 to erect an elevator at that place, and has the scheme under advisement.

The repairs to the plant of the Wisconsin Malt and Grain Company at Seymour, Wis., are about completed. The works will soon resume business.

Knapp & Griswold, Ottawa, Ill , are rebuilding their Buffalo Rock grain warehouse. It will be completed about June 15. Gasoline will furnish the fuel.

Connor Bros., St. Louis, Mo., grain and commission, have changed the style of their firm to Connor Bros. & Co., admitting Geo. F. Powell to membership.

The Wasatch Milling Company, Salt Lake City, Utah, are considering the erection of a 20,000-bushel elevator to be used in connection with their mill.

The new Coatsworth Elevator at Buffalo, N. Y., is nearing completion, and the builders, Kellogg & McDougal, are preparing for the erection of another.

A. N. Sheppey & Co., Warren, Ohio, are putting in their elevator one of the Self-Lifting Elevator Company's improved freight and passenger elevators.

The Smith Pneumatic Transfer and Grain Storage Company have completed a nest of tanks at Toledo, Ohio, with a combined capacity of 250,000 bushels.

E. E. Schock, Parnell City, Mo , put an Otto Gasoline Engine, made by Otto Gas Engine Works, in his elevator, and reports its working entirely satisfactory.

Wm. Duncanson and B. Sherry of Stockton, Minn., are at the head of a movement among the farmers of that vicinity whose purpose it is to erect an elevator.

The Chas. F. Ogren Brewing Company has been incorporated at Chicago with a capital stock of $75,000. Incorporators, J. D. Hood, E. H. Dupee and H. M. Wolf.

It has been reported that the proprietors of the Kenwood Mills at Albany, N. Y., are negotiating for the purchase of the Irwin malt houses and grain elevator.

The Danville Brewing and Ice Company has been incorporated at Danville, Ill. Capital stock $150,000; incorporators, Frank A. Hect, Albert Goets and Fritz Goets.

Elevators situated along the line of the Great Northern system were unable to remove their grain before May 1 on account of the tie-up. So the assessors had a feast.

The Calumet Elevator Company has been incorporated at Chicago with a capital stock of $200,000. Incorporators, A. E. Schilling, S. J. Chen and W. B. Sawyer.

David Vaniman will erect an elevator on the site of the Old South Mill at Virden, Ill. It will be 40x50 feet in size and 50 feet high. Becker & Sons have the contract.

At last reports the Farmers' Elevator at Zumbrota, Minn., was still hanging fire. All the stock is not yet subscribed for, but plans and specifications are being presented.

H. F. Lembeck & Co., Watkins, N. Y., have malted 145,000 bushels of barley this season, and 105,000 bushels have been malted at the works managed by E. A. Gillett.

Mr. Harry Miller of Strong & Miller, Minneapolis, contemplates leasing or erecting a number of small elevators in the Northwest, tributary to the head of the lake market.

John Thompson, who owns a grain elevator at Colchester, Ill., charges his bookkeeper with embezzlement. The latter has left town and left no explanation behind him.

The Star Rice Mills at Crowley, La., have been sold by the sheriff for $955. The property is said to be worth about $10,000. It was bought by some of the mortgage creditors.

R. Slauson & Son, Piqua, Ohio, have leased the Leopold warehouse and will carry on a general grain buying business. This will be the eighth branch of this firm's growing business.

The Kenton Milling Company, Kenton, Ohio, is erecting an elevator at Blanchard Station, Ohio, on the T. & O. C. A side-track will be laid to the elevator door and scales and other improved appliances put in.

An elevator war has broken out at Buffalo. The pool houses are doing anything to secure grain, in some cases handling it for nothing. The Frontier and the Kellogg elevators were set apart for the especial purpose of killing off the floaters. It is said that this condition of things will continue till the floaters come to terms and agree to charge full rates. Some headway has been made though the floaters are still at work.

Farmers have subscribed $1,500 for the purpose of building a co-operative warehouse, and the work of construction will begin as soon as a site is settled upon in Lake City, Minn.

Charles Counselman & Co. of Chicago are reported as contemplating the operation of the Sun Elevator in Kansas City for the coming crop in connection with their Exchange Elevator.

J. A. Campbell & Son, Lincoln, Neb., write: "We are building a 10,000-bushel steam power elevator with corn sheller and cleaner, etc., at McCandless Siding, Nemaha Co., Neb."

The Ph. H. Postel Milling Company will build a 100,000-bushel elevator in connection with its mill at Mascoutah, Ill., to be completed by August 1. Dehner & Wuerpel will do the work.

The Seckner Contracting Company has just completed a 75,000-bushel addition to Frank Marshall's elevator, located at Forty-sixth street and the Wabash Railroad tracks, Chicago, Ill.

The Wakarusa Mill and Elevator Company has been incorporated at Wakarusa, Ind., with a capital stock of $8,000. They will probably erect a grain elevator and flouring mill at Wakarusa.

A. H. Richner, Penfield, Ill., writes: "I started the Culver (Ind.) elevator, built by Mrs. M. E. Culver, to lease, and am now building a first-class elevator for H. C. Bear & Co. of this place."

McLain Bros. & Co. have been incorporated at Chicago with a capital stock of $5,000, to deal in grain, seeds, provisions, etc. Incorporators, C. R. McLain, A. O. McLain and Wm. J. Puett.

The H. J. O'Neil Grain Company, Winona, Minn., have let the contract to the Simpson & Robinson Company, elevator architects and builders, for a 750,000-bushel elevator at South Chicago.

The Simpson & Robinson Company, Chicago and Minneapolis, elevator builders and contractors, have erected a 30,000-bushel elevator for the Marfield Elevator Company at Hooker Station, S. D.

A company was recently formed and plans discussed regarding the erection of a farmers' elevator at Goodhue, Minn. Stock to the amount of $3,000 has been secured, $2,000 more being required.

Hay and grain men may now obtain the AMERICAN ELEVATOR AND GRAIN TRADE, published monthly, and the *Hay Trade Journal and Directory*, weekly, for $2 per year. Address Mitchell Bros. Co., Chicago.

H. D. Reed has bought out the grain business of H. D. Reed & Co., Brockton, Mass., and the partnership is dissolved, Otis Cobb retiring. Legal complications had arisen which will now probably be adjusted.

H. R. Gass, Flint, Mich., contemplates taking an interest in the elevator and grain business He writes: "I have heard your paper highly spoken of in that business and would be pleased to get a copy."

In the case of John Gregor vs. S. Y. Hyde, the La Crosse grain man, an appeal being taken from the United states Circuit Court of South Dakota, the Court of Appeals decided in favor of the defendant.

John J. Morton, Dubuque, Iowa, sued Frank Adams for $1,700, money advanced for grain deals on the Chicago Board of Trade, which proved disastrous. The jury returned a verdict of $1,054 for the plaintiff.

Ignatius Donnelly advises the farmers of Minnesota to "have an elevator anyhow," and as the Supreme Court overthrew the law for the erection of a state elevator, to rent a house at Duluth for one year as an experiment.

They blow down, cave in and fall out, but the latest phase of accident at an elevator erected by country barn builders occurred in Ida Grove, Iowa, when a farmer's horse fell into the dump as he was driving into the elevator.

The Geo. A. Moomah Company has been incorporated to do a grain and elevator business at Minneapolis. Capital stock $50,000; incorporators, G. A. and F. C. Moomah of Minneapolis and G. I. Harrington of Northville, N. D.

J. N. Bacon, the Indianapolis representative of the S. Howes Company, has placed a No. 4 Eureka Warehouse Separator in Blackman & Blackman's elevator at Burgoon, Ohio, which is being rebuilt with a capacity of 75,000 bushels.

W. H. Kiernan, Galesburg, Ill, grain dealer, has brought suit against another grain dealer, V. De Forrest, for $50,000, because, it is alleged, defendant started a rumor that plaintiff was bankrupt, thus hurting plaintiff's trade.

We have before noticed the progress of the scheme of the Mobile Commercial Club, Mobile, Ala., for erecting a grain elevator at that port. A fund is being raised for this purpose, and in another column will be found a communication from W. T. West, secretary of the Commercial Club, calling attention to the natural advantages of Mobile for purposes of exporting grain. A cash bonus of $15,000 is offered to a responsible party who will enter into contract for the erection of an elevator.

The Requa Elevator, located at Forty-fourth street and the Wabash Railroad tracks, Chicago, has been recently remodeled and its capacity increased from 20,000 to 40,000 bushels. The work was done by the Seckner Contracting Company.

J. C. Hastings, a stock and grain dealer of Larue, Ohio, was arrested at Buffalo, N. Y., accused of misappropriating $1,000 which had been advanced to him on account of a sale. Mr. Hastings says it is a matter of simple misunderstanding.

The Berthoud Farmers' Milling and Elevator Company, Denver, Colo., have secured judgment in the district court against the South Park Hay and Grain Company for $2,030. Judgment was by stipulation, defendants reserving the right to appeal.

The annual inspection of the terminal plant of the Philadelphia Grain Elevator Company, Philadelphia, was made by the board of managers and stockholders recently, and was highly satisfactory. The party took an excursion after viewing the works.

Bartlett, Frazier & Co., Chicago, are about to begin erecting a 1,000,000-bushel elevator at South Chicago, and the contract has been let to the Metcalf-Macdonald Company, architects and contractors. The elevator will be 98x221 feet and the power plant 43x80.

The pool elevators at Buffalo, N. Y., are said to be gaining in the fight on the floaters. The canal is now practically carrying all the grain. Receipts of grain at Buffalo for this year to June amounted to 21,168,241 bushels, against 27,430,793 bushels last season.

Tromanhouser Bros., Minneapolis, have been awarded the contract to build F. H. Peavey & Co.'s 1,700,000-bushel elevator at Minneapolis. The new house will be fully equipped with modern machinery and will have a handling capacity of 125 cars per day.

There are seven independent elevators at Buffalo, N. Y.—Cyclone, Black Diamond, Grasshopper, Ryan's, Hall's and two others in course of construction. These will have a capacity sufficient to elevate all the grain the present number of Erie Canal boats can carry.

Jacob Sehrt of Ontario and Casper Killer of Winnipeg have purchased the Le Sueur Roller Mill and Elevator at Le Sueur, Minn., and will put in needed improvements. The buildings were bought from the assignee of E. R. Smith & Co. for $9,000, about one-third their value.

Elevator proprietors at Chicago have been asked by the Board of Trade directors to give the first five days' storage free. The request was declined, the elevator men saying that this might require them to handle 75 per cent. of grain received at Chicago without any remuneration.

The Southwestern Elevator Company has been incorporated at St. Louis, Mo., with a capital stock of $25,000. Incorporators, Chas. F. Orthwein, Chas. C. Orthwein of St. Louis, and Charles Huber of Seneca, Mo. The company's 150,000-bushel elevator at Seneca will be finished August 1.

The Counselman Elevators at South Chicago have a new yard hydrant system of fire protection. It is for exterior purposes and is modeled on the plan of the fire boat standpipes. The apparatus is manned by a special force and with it three 3-inch streams can be thrown 400 feet high.

The Monarch Elevator Company, Minneapolis, Minn., a part of the Peavey system, has decided to build a large annex to its elevator, work to begin at once. The annex will have a capacity of 1,000,000 bushels. The contract has been awarded to the Honstain Construction Company.

M. J. Forbes, receiver of the Red River Valley Elevator Company, is selling the 48 elevators along the Great Northern Railroad in Minnesota and North Dakota. Bids have been received as follows: A. B. Robbins, Minneapolis, $143,000; St. Anthony and Dakota Elevator Company, $151,000; Ernest Thompson, Minneapolis, $161,000; J. W. Adams, St. Paul, $176,-

II.

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000; G. W. Van Dusen, Minneapolis, $180,000. These bids were submitted to the Ramsey County District Court. Bids received for portions of the line were not considered. It is generally thought that the Van Dusen-Harrington Company will get the elevators.

In the suit of J. H. Rieger vs. the Northern Grain Company of Minneapolis, reported in this department in our last issue, the jury have disagreed. The suit is to recover $6,589 lost on options and is of some importance, as Rieger has had dealings with other companies and this is looked upon as a test case.

Linebarger & Snyder, Stanford, Ill., who have for some time been running rival elevators have decided that competition was not the very life of their trade and have consolidated their interests. They will also erect a 30,000-bushel elevator at Baker, Ill., a small station on the Big Four road between Danvers and Lilly.

There will probably be a new railroad built from Drayton, N. D., to Thief River, and it is proposed to have the Duluth & Winnipeg extend its line from the head of the lake to Thief River to make the connection. This railroad will tap a spring wheat territory which, it is said, produces annually 5,000,000 to 7,000,000 bushels of wheat.

The stockholders of the Farmers' Elevator at Elbow Lake, Minn., which burned some time ago, held a meeting recently to decide whether they would divide the insurance money or rebuild. They wisely decided to go out of business. Those who were in favor of rebuilding are agitating the matter of organizing a new corporation, and considerable stock has been subscribed.

The E. B. White Grain Company is the name of a new house in St. Louis, Mo. The company is composed of E. B. White and John Dennis of Baltimore, and they will represent Tate, Muller & Co. and White, Heald & Co., grain dealers and exporters of Baltimore. The new concern will engage in the exportation of grain via the river route, and will do a general grain business.

The Seattle Shipping Company, Seattle, Wash., has been incorporated. The company will erect an elevator of 1,000,000 bushels' capacity. The capital of the company is about $350,000. The interested parties are Edward Blewett of Seattle, H. K. Moore of Boise, Idaho, and Chicago capitalists. The company will build a wharf, and is also considering the erection of a flour mill.

Big Four Elevator "C" at Indianapolis, Ind., which is 300x100 feet in size, collapsed recently while being torn down. Inexperienced men were removing bins on the interior. This illustrates the folly of employing inexperienced laborers in constructing or tearing down an elevator. No lives were sacrificed, but there was no insurance, and several thousands of dollars will be lost.

David Dows of Duluth brought suit some time ago against S. L. Glaspel of Jamestown to recover $10,000 which plaintiff claims was due him on a wheat deal. Glaspel became indebted to Dows through a transaction in wheat. Glaspel repudiated the debt on the ground that it was a gambling debt, and he was upheld by the lower court, when plaintiff appealed to the Supreme Court.

The Standard Elevator Company of Minneapolis will erect a 500,000-bushel elevator on the east side of the river on the Great Northern road. It will be equipped with a full line of cleaning machinery and will be adapted for storage and mixing purposes. It will be completed about August 1. L. T. Sowle is at the head of the concern. Tromanhauser Bros. have been awarded the contract.

The H. J. O'Neil Grain Company of Winona, Minn., has formed a company in Chicago, the O'Neill Chicago Grain Company, and is erecting a 750,000-bushel elevator for storing and cleaning barley at South Chicago. It will cover an area of 98x143 feet and cost $135,000. The elevator will be built by Simpson & Robinson, elevator builders, who recently completed the Counselman Elevator "C" at South Chicago. The building will be completed about September 1.

S. S. Daish & Son, Washington, D. C., intend to erect a grain elevator and hay warehouse to cost $30,000. The building will be fireproof throughout, 112 feet high, and have a frontage of 50 feet on one street and 175 on another. The grain elevator will have a capacity of 150,000 bushels, and the hay warehouse 100,000 tons of hay and straw. All of the latest improved appliances will be provided, and the elevator will be one of the most complete, if not one of the largest, in the country.

The United States Supreme Court has affirmed the decision of the Supreme Court of North Dakota in the case of Norman Brass vs. the State of North Dakota. This case arose from a law declaring that all persons owning elevators and warehouses should receive all grain brought to them for storage if they had room, and insure the same at a rate fixed by the state. Justice Brewer, dissenting from the decision, said the evidence showed that only on light years did Brass receive grain from others, and that during the year in question Brass needed all the capacity of his elevator, so the state was forcing him to do a public business. Under this decision the elevator owners are compelled to receive grain brought to them whether they want it or not, and insure according to the law.

The Broadway Mills Company has been incorporated at Cleveland, Ohio, and a large elevator and flour mill will be erected. It is the company's intention to have the largest elevator in the city. The incorporators are: T. E. Burton, W. G. Andrews, G. W. Lewis, C. B. Arthur, Jacob Weber and S F. Haserot.

Marsan & Brosseau, hay shippers at Montreal, have failed, with liabilities at about $100,000. Some time ago the firm made purchases in the country on 30, 60 and 90 days' time at $7.50 to $8. Their bank refused to make further advances and the firm had to decline taking deliveries of hay on their contracts. About 200 cars belonging to the firm are said to be lying at New York and Boston. This failure will perhaps change the method of the credit business in hay.

Wichita, Kan., is said to be in need of greater elevator facilities. Certainly if business is directed that way in the event of the opening of a gulf port more elevators will be needed. J. V. Seymour, a grain man at South Topeka, said: "Wichita has neglected her grain business. Year after year her miles of siding have been crowded with cars of grain thrown on a weak market for no other reason than that no storage facilities were offered." He further said that a stock company could be organized to build an elevator there if the right men would take it in hand.

The Walter A. Wood Mowing Machine Company of Chicago has brought suit against F. H. Peavey & Co., Sioux Falls, S. D., to recover the value of a mortgage of $2,336 on the property of L. K. Lee, a millowner and grain merchant of Valley Springs, S. D. Lee gave Peavey & Co. a mortgage for $20,000 after having given the Walter A. Wood Company a mortgage, the latter failing to record the deed. All of Lee's property was taken by Peavey & Co., and the Walter A. Wood Company is left with a valueless mortgage. Plaintiff claims that the existence of a previous mortgage was known to defendant before defendant accepted one.

W. R. Mumford & Co. of Chicago have brought suit against Chief Grain Inspector J. M. O'Shea of Missouri for $2,030, the amount that firm was swindled out of by J. D. Richland, who so extensively worked grain men of Chicago, Kansas City and other places by selling grain to arrive. It is assumed that certificates of inspection were issued by one of Mr. O'Shea's deputies without sight or knowledge of grain in Richland's possession. It is claimed by the inspection department that no certificates were issued to Richland by them and that the certificates in Richland's possession were forgeries. The whereabouts of Mr. Richland is still a mystery.

Fires, Casualties, Etc.

Martin & Co., Pierson, Assinaboia, lost an elevator by fire recently.

A grain elevator at Swanson, Vt, has been burned at a loss of $30,000.

Walter Bros.' grain elevator at Oto, Iowa, burned May 13. Loss about $14,000.

J. N. Hostetter, Chicago, dealer in grain and coal, suffered damage by fire June 11.

O. D. Wilder, Lowell, Mass., grain dealer, had his leg broken in a runaway accident.

The storage building of the Dubuque Malting Company was recently destroyed by fire.

Papel & Giller's brewery at Warsaw, Ill., was damaged by fire recently. Loss $5,000; insured.

A grain elevator at Sulphur Springs, Ind., was struck by lightning recently and sustained some damage.

The Wabash Milling Company's elevator and mills at Danville, Ill., were destroyed by fire June 1. Total loss about $40,000; insurance $22,000.

The Rush Park Seed Company, Jesup, Iowa, has suffered a loss of about $3,500 by fire of supposedly incendiary origin. Insurance was about $800.

Fogle, McCarty & Co. of La Porte, Ind., dealers in grain, hay and agricultural implements, had their elevator and warehouse destroyed by fire May 22.

Dennis Shanahan's grain and hay establishment at Newport, R. I., suffered a loss by fire recently, which was covered by insurance. Incendiarism is alleged.

The grain warehouse of J. T. Thomas, Son & Co., Chattanooga, Tenn, collapsed June 10. At the time of the accident 60,000 bushels of grain were stored in the building. These accidents have been so numerous of late that country barn builders ought to fear for their business. By and by elevator men may learn to distrust the barn builders and will place their contracts with experienced elevator builders.

A teamster employed by W. W. Chase & Co., grain and hay dealers at San Francisco, Cal, was thrown from a hay wagon recently, being almost instantly killed.

Robert Gebs' elevator and flouring mills at Greensburg, Ind., were destroyed by fire May 18, together with about 8,000 bushels of wheat. Total loss about $25,000; insurance $17,800.

A storehouse filled with grain and containing some furniture was destroyed by fire June 3. It belonged to W. F. Fillmore, Three Rivers, Mass., and the loss was $2,500; partially insured.

The Northwestern Elevator at Rothsay, Minn., has been destroyed by fire, together with 3,000 bushels of wheat. Loss about $6,000. The fire is thought to have been of incendiary origin.

C. K. Davis' elevator at Knoxville, Iowa, was burned May 19, together with 6,000 bushels of grain. Loss is estimated at $6,000; insurance $3,500. The fire was caused by sparks from a switch engine.

The National Elevator Company's elevator at Thompson, N. D., has been destroyed by fire. Loss, $6,000; insurance, $4,500. This is the third elevator this company has lost by fire this spring.

A fire at Humboldt, Iowa, destroyed the double elevator of the Central Elevator Company, together with other buildings and large quantities of grain, hay and coal. Total loss about $12,000; reported insurance $3,000.

Archer & Howe's grain warehouse at Henry, S. D., burned May 21 at a total loss of about $4,000, partially insured. About 3,000 bushels of wheat were destroyed. The fire is thought to have been set by tramps.

The People's Fordwarding Company, E. S. Rich, manager, Salt Lake City, Utah, dealer in hay, grain, etc., was burned out recently. Value of stock destroyed, about $7,500; insurance $2,000. Incendiarism was the alleged cause of fire.

W. W. Cargill's large grain elevator, No. 8, at Arcadia, Wis., collapsed recently. It was filled with grain, most of which has been saved. The building is a complete wreck, but it is to be rebuilt at once—and not by country barn builders either.

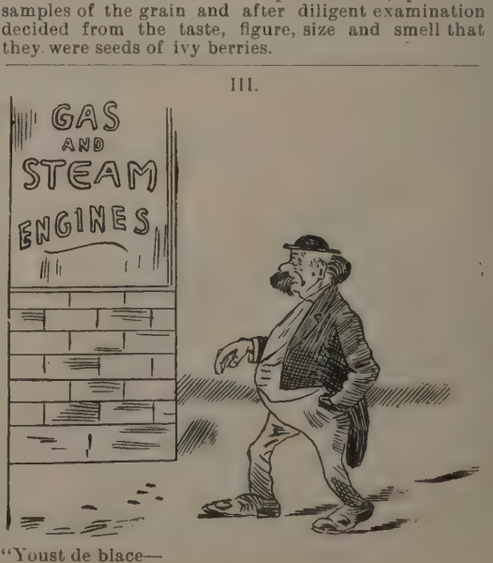
The Greenville, Ill., Elevator owned by Adolph Brenchard was set on fire June 10 by sparks from a passing locomotive. The building, valued at $12,000, was entirely consumed, together with grain valued at $6,000. Insurance on building $4,000, on stock $5,000.

The C., R. I. & P. R. R. elevator at Chillicothe, Ill., operated by L. S. Hoyt, was burned June 3 with 20,000 bushels of corn and wheat and 3,000 bushels of oats. Loss about $13,000; insurance $3,000. And this also is supposed to have been the work of an incendiary.

The Minnesota and Western and Hubbard & Palmer elevators at Slayton, Minn., were destroyed by fire June 6 at a loss of $30,000. This was the fourth and successful attempt to set fire to these elevators in the last three days. A notice was posted on one of them stating that they would be destroyed for revenge. The village council has offered a reward for the capture of the guilty parties, and the citizens offer a rope. The town narrowly escaped destruction.

An old report states that at Bristol, England, about the year 1696, it had rained wheat thereabout for six or seven miles. One of the curious, desiring to ascertain the truth of this odd phenomenon, procured samples of the grain and after diligent examination decided from the taste, figure, size and smell that they were seeds of ivy berries.

III.



"Youst de blace—

WATERWAYS

All four gates of the Welland Canal locks were carried away May 30 by a loose steamer being swept down on them by a rush of water.

Whaleback barge No. 109 went down near the mouth of the Detroit River May 17. Her cargo was 80,000 bushels of Duluth wheat, held by firms in Buffalo.

On May 1 the vessels registered in the Lake Carriers' Association aggregated 613,000 tons, about 6,000 tons more than was in the association at any time last season.

Steamship Selwyn Eddy took out a cargo of 121,000 bushels of No. 1 Northern wheat recently from the Terminal Elevators at Superior, Wis. This beats the best record by 6,000 bushels.

Steamer Escanaba, laden with 47,000 bushels of corn, going from Chicago to Kingston, went on the rocks near Port Austin, Mich. The steamer was insured for $47,000; cargo $19,740.

The Seattle Brewing and Malting Company has outlined a plan for constructing the Lake Washington ship canal, and subscribes $30,000 provided the companies and business men will take similar action.

As the season has been a hard one for lake marine insurance companies the Toledo Board of Marine Underwriters at a recent meeting decided to raise rates from 50 to 150 per cent. over the old tariff on the different classes.

Edward Kennedy, formerly superintendent of the Lachine Canal, has resigned that position, as his entire ignorance of the duties he was expected to perform rendered him incapable of filling the office in an efficient manner.

The House Committee on Interstate and Foreign Commerce at Washington have decided to report to the House a bill for the acquirement of the Nicaragua Canal by the government and for carrying on the work to completion.

The Nicaragua Canal Construction Company has been sold out by the receiver to J. R. Bartlett, chairman of the reorganization committee, for $297,525. A new company will be organized on a firm financial footing for pushing the work.

Canal boatmen at Buffalo, N. Y., are reported as being much dissatisfied with freights and are trying to form a combination. They say that the forwarders are the only competitors they have, since the roads are carrying little grain but oats.

The committees on railways and canals in the House of Representatives has reported favorably on an appropriation of $50,000 for a survey of a route for a canal to connect the great lakes and the Hudson River. No special route has been designated.

The lower house of the Canadian parliament has passed a charter for a new ship canal from Lake St. Clair to Lake Erie. The company will be capitalized at $5,000,000, and the cost of the canal will be about $4,000,000. It will be completed in about two years.

Shippers by water or rail, besides those who do not ship, need both papers, for they are the only publications of their kind. The *Hay Trade Journal and Directory* is a weekly; the AMERICAN ELEVATOR AND GRAIN TRADE, monthly. We offer both one year for $2.

A movement is on foot to call a canal convention at Albany, N. Y., June 15, to forward measures for placing the Erie Canal in a better position to meet railroad competition. The Buffalo Chamber of Commerce has named delegates to the convention, the object of holding which is to secure some favorable action from the state constitutional convention.

It is said that large amounts of grain were spoiled by careless loading into vessels at Chicago during the winter. Thousands of bushels were sold at nearly half price, and a great quantity assessed about 5 cents per bushel. One steamer was found to have 8,500 bushels of wet corn on arriving at Buffalo and another had 25,000 bushels rejected at Erie.

A scheme has been born of a member of the House Committee on Railroads and Canals at Washington to connect the Gulf of Mexico with Hudson Bay. It is suggested that the United States Government, in conjunction with Canada, make a preliminary survey by way of the Minnesota River through Big Stone and Traverse lakes to connect the waters of the Red and Minnesota rivers.

A change has been made in marine insurance by the Underwriters' Association, which should have been undertaken long ago. The rule governing losses by which 5 per cent. of the grain must be damaged before a claim could be made against the underwriters was abrogated for cargoes of over 40,000 bushels. The percentage was reduced proportionately to the size of the vessel carrying larger cargoes. Under the old rule shippers frequently suffered a loss of nearly 5,000 bushels and yet they could make no claim on the underwriters, as steamers frequently carry 100,000 bushels of grain at one load.

A committee at Velasco, Texas, sounding the water in the harbor, found that the shallowest water at mean tide was 17 to 20 feet. This indicates the existence of a good harbor and proves that Velasco has more water than any other Texas port. A vesselman said that he thought Velasco had the best prospects of deep water of any port on the gulf, and one of the safest harbors in the world.

A bill has been introduced in Congress appropriating $275,000 with which to begin operations on the construction of a canal across the lower part of Michigan, shortening the route between Chicago and Eastern points of shipment 400 or 500 miles. While this proposed canal might make a great difference in lake traffic, its cost would be enormous, and the time saved in transporting freight nil.

The project for a ship canal connecting the Ohio River with Lake Erie has started various suggestions and propositions this year. One proposed route is via the canal and Muskingum River, and asks $40,000 for the survey. Another is to start from near Cleveland at the lake and follow a direct course to the river, asking for an appropriation of $30,000 for the survey. The house committee has decided on a compromise, deciding in favor of the most practical route.

The authority of the legislature to dispose of the canals of Ohio is to be tested in connection with the recent act abandoning the Hocking Canal, forty-one miles in length, and leasing it to the Columbus, Hocking Valley and Athens Railroad Company. This company is to pay $50,000 in cash and $100,000 annual rental for the property. The Chicago, Columbus and Southeastern Railroad Company, backed by New York capitalists, offered an advance on these figures for the property, but was shut out, and the canal was leased to the lowest bidder.

SEATTLE'S GRAIN TRADE.

In a recent interview, C. G. Austin of Austin & Zimmerman, grain dealers of Seattle, Wash., said: "The time has come when it is necessary for Seattle to provide room for grain and get exporters established here, or to give up the business. The proposed elevator is certainly a step in the right direction, as it carries with it the assurance of locating in this city one of the largest exporting companies on the Pacific Coast, which is of all importance to the city as a grain market. Again, there is no location in Seattle so well adapted to the business as the barrel factory site, for it is on the lines of all the railroads entering the city, convenient to the business part of the city, has good deep water, and the lay of the ground is as well adapted to the building of such a house as could be. The railroad companies will deliver grain at the house without any switching charge, as they do at Tacoma, Albina and Portland, which will reduce the cost of handling grain to the minimum. This has to be done at all terminal points in order to meet competition, and enable dealers to pay the best prices. These are all necessary and important features to be looked after in the building up of a wheat market as well as making an elevator profitable. We shall do all in our power to aid this matter, as well as take some stock.

"The grain business is growing in this state. Seattle has never had or done her share of it, for several reasons. First, there was up to 1890 an arbitrary rate against Seattle. This led to the building of elevators and warehouses in Tacoma, as well as flour mills, and caused exporters and dealers to locate there, which led banks to organize for financing the business. It has been very hard within the past nine months to finance any large wheat deals in this city, but this season I think all the banks have been very liberal. The banks we do our business with have at all times taken care of us and have been called upon at some times to put up large amounts, and have always been equal to the emergency. We have had no trouble in this particular from any source, which is quite remarkable when we consider the stringency of money.

"As we understand the situation, all there is to do to secure this elevator, which carries with it indirectly the building of a large flouring mill and secures the permanent locating of a large exporting concern, is for the citizens of Seattle to take about $75,000 worth of stock, as the grounds are provided for, and Mr. Blewett and his friends are prepared to take a large block of the stock. We believe this the best prospect this city has ever had to place itself on the list of the principal grain markets of the coast, and believe every citizen of Seattle realizes the importance of securing this business. At least one-half of our state is adapted to the raising of grain exclusively, as well as Eastern Oregon and Northern Idaho, which are naturally tributary here, or as much so as to Portland or Tacoma. All of this vast area of country is fast being planted in wheat, oats and barley, thickly populated towns and cities spring up, and the people are consuming all sorts of merchandise. The city that handles the product of this great empire will as well supply the merchandise. It creates an interchange of business, and that means prosperity for the city that secures the business. Seattle has the advantage of railroads, as well as a perfect harbor and all other material advantages. If the crop matures as well as the present prospects indicate, from the sections of country I have named there will be at least 25,000,000 bushels of wheat for export next season. Seattle should certainly control one-third of this, which would mean a business in wheat alone at the present very low price of at least $4,500,000.

"In the past we have not secured anything like our share of the business, simply from lack of facilities as figures of the business of Seattle and Tacoma for the period from Sept. 2, 1893, to April 4, 1894, will show.

"Tacoma shipped 31 cargoes of wheat, aggregating 3,309,315 bushels, while Seattle shipped only four full and three parts of cargoes, aggregating 464,916 bushels. The value of the Tacoma exports was $1,985,589, and of the Seattle exports $278,949, a balance in favor of Tacoma of $1,706,640. Tacoma also shipped 11 cargoes of flour, including 195,425 barrels, worth $554,599, making her aggregate shipments of wheat and flour total $2,540,188, a balance in her favor against Seattle of $2,261,239. There is no reason why there should be such a balance against Seattle, for she has the advantage in the way of transportation, harbor and location, and it only needs energy on the part of her people to turn the scale the other way."

PERSONAL

G. E. Clark of the Minneapolis Grain Commission Company, was married at Red Wing, Minn., May 19.

W. H. Christianson, Rushmore, Minn., will take charge of Christianson, Stair & Co.'s elevator business this season.

E P. Bacon of E P. Bacon & Co., grain commissioners, at Milwaukee, Wis., has returned from an extended trip abroad.

E. C. Michener of the F. H. Peavey Company at Minneapolis, was married recently at Galena, Ill., to Miss Martha Evans of that city.

James E. Helms, formerly of Rushmore, Minn., has gone to Ireton, Iowa, to take charge of Christianson, Stair & Co.'s elevator at that point.

C. E. Wood, formerly a grain dealer of North Manchester, Ind., has assumed control of the property of the Wabash Cattle Company in Arizona.

George Rupley, superintendent of the Lake Superior and Union Improvement Elevator Company at Superior, has resigned his position after serving the company for many years.

J. H. Cole, formerly manager for the Northern Grain Company at Washburn, Wis., has severed his connection with that company, and Mr. Charles Holgren has been appointed to the position.

Leonard Naef, secretary and treasurer of the New Orleans Elevator Company, New Orleans, La., was tendered a sumptuous banquet before his departure for Switzerland where he has gone on a visit. After looking upon the wine when it was red and singing a psalm, Mr. Naef's many friends wished him bon voyage.

W. H. Stahl, Galena, Ill.: "The AMERICAN ELEVATOR AND GRAIN TRADE is a very readable and interesting as well as a handsome paper."

The Beardsley Commission Company, Macon, Ga.: "Herewith find check for $1 for the AMERICAN ELEVATOR AND GRAIN TRADE. We find it impossible to get along without this paper."

IV.

"Vait dill I ged home—

Latest Decisions.

Lien—Crop—Mortgage—Priority.

A lien arising upon a crop by virtue of a seed grain note, executed and filed in accordance with the terms of sections 21 and 22 of chapter 39 of the Minnesota General Statutes of 1878, has priority over a lien upon the same crop acquired by means of a previously executed and filed chattel mortgage, according to the decision of the Supreme Court of Minnesota in the case of McMahon vs. Lundin.

Who Has the Right to Route Shipments?

The right to route shipments is often of the greatest importance. This right is, according to the latest decisions, primarily in the shipper. If he fails to exercise his prerogative then the law fixes the right in the carrier, with certain imposed restrictions or limitations. The carrier must, in such case, select a usual and reasonably safe and direct route. The character of the goods shipped, whether perishable or not, the apparent object to be subserved by the shipment, and all the surrounding circumstances throwing light upon the shipment must be considered. Such care must be exercised as an ordinarily prudent person would use under similar conditions.

What Constitutes Sale by Sample?

The circumstance, merely, that at the time of the sale a sample was produced, is not sufficient to constitute the sale one "by sample." To have that effect it must be fairly inferable that the parties mutually understood, or at least that the seller intended the buyer to understand that the bulk of the commodity sold should be in kind and quality equal to the sample shown. That a portion of the bulk of the goods sold was examined by the buyer at the time is not conclusive that the sale was "by sample." Neither is a sale conclusively one "by sample" because, at the time of the sale a sample was produced, and it was inconvenient or impracticable to examine the bulk of the goods sold. The circumstances, however, should be duly considered in arriving at a conclusion that a sale was or was not one "by sample." The question, therefore, is in every case one of the intention of the parties, to be determined from the evidence.

Telegraph Companies Not Liable for Errors.

The Supreme Court of the United States, May 26, decided that the Western Union Telegraph Company was not liable in damages to the sender of a message in cipher for errors in transmission thereof.

The case came up from the Circuit Court of the United States for the Eastern District of Pennsylvania, where Frank J. Primrose sued the telegraph company for $100,000 damages for mistakes in sending a cipher telegram from Philadelphia to Waukeeny, Kan. The message related to a transaction in wool, and the mistake, Primrose claimed, damaged him in the sum named. Judge Butler non-suited the plaintiff in Circuit Court on the ground that the conditions of the contract printed on the back of the telegram absolved the telegraph company from liability for errors by transmission, unless it especially insured correctness. This contract was held to be a reasonable one.

Justice Gray, for the Supreme Court of the United States, affirmed the judgment of the Circuit Court. The case has been pending in the Supreme Court since 1879.

The Cyclone Dust Collector Patent Sustained at Every Point.

On March 31, 1886, The Knickerbocker Co. of Jackson, Mich., applied to the United States Patent Office for patents upon the invention of a dust collector made by Orville M. Morse. After due examination by the patent office the application was allowed and the patent was ordered to issue, and the final government fee was paid.

Eight days prior to the official issuing of the patent an application for a similar invention was filed in the patent office, and The Knickerbocker Co.'s patent was withdrawn from issue and placed in interference with the subsequent applicant. While these proceedings were pending The Knickerbocker Co., being so certain that the invention was entirely novel, placed the machine upon the market, where it met with the highest degree of approval of the trade and became, almost immediately, a very important machine in mill building. This success stimulated other parties to conceive of so-called improvements upon the machine, and they made application to the patent office for patents upon their so-called improvements. The result of these applications was that the applications were placed in interference with The Knickerbocker Co., and there were no less than 26 separate and distinct issues of interference pending in the patent office at one time. These interferences were strongly contested by the various applicants, who were not content with the decision of the examiner, but appealed to the board of examiners, and finally to the commissioner of patents himself, all of whom steadily decided in favor of The Knickerbocker Co.

Some three years were consumed before decisions were finally rendered, but upon May 14, 1889, all the claims applied for by The Knickerbocker Co. were declared by the patent office to be correct, and their property. During these three years certain manufacturers had engaged in the business of making and selling machines covered by these patents, and even after the patents themselves were issued, some of them refused to desist from manufacturing and selling, and The Knickerbocker Co. was compelled to begin proceedings in the United States court for the protection of its rights.

These cases have been before the court for some five years, and the resources of the law's delays and the intelligence of eminent counsel have been exhausted in the effort to defeat The Knickerbocker Co. All these efforts, however, have proved to be without avail, and Judge Grosscup in the Circuit Court of the United States for the northern district of Illinois, on May 9, 1894, has entered decrees that all the patents set up by the company are valid, that the legal ownership and title of said patents resides in and belongs to The Knickerbocker Co., and that the defendants infringed the said patents and ordered that a permanent writ of injunction shall issue out of and under the seal of this court, directed to said Ward B. Rogers and Edward A. Goode individually, enjoining them, their agents and employes, not to make or use or sell nor cause to be made or used or sold any dust collector or apparatus containing or employing the invention covered and secured by either of said last-mentioned eight claims of said four letters patent, and it is further ordered, adjusted and decreed that the complainant recover from the defendants the profits which they have received or realized from their said infringement, and, in addition thereto, damages which the complainant had sustained by reason of the defendant's said infringement.

The defendants in this case, Messrs. Rogers & Goode, were millers in the city of Chicago, and the machine which they were using was built by and sold to them by the Vortex Dust Collector Co. of Milwaukee, Wis. The defense of the suit was assumed by the Vortex Co. itself, and they employed Mr. Bottum of the well-known firm of Winkler, Flanders, Smith, Bottum & Vilas of Milwaukee, to conduct the case, at about the same time when this suit was begun, and their suit was launched against August Hausske in the same court, for the use of the invention in a wood-working establishment.

The defense of this case was assumed by Messrs. Huyett & Smith of Detroit, Mich., who had built and sold the infringing machine to Mr. Hausske. Messrs. Huyett & Smith employed Col. Rodney Mason, the distinguished patent attorney, whose name is so familiar to the milling public in connection with the purifier patents.

These two cases were fully argued by counsel of both sides before the Hon. Judge Gresham in the winter of 1893, but the case was not decided by Judge Gresham, because he was called from the bench to his present position in President Cleveland's cabinet.

Immediately after this argument before Judge Gresham, Col. Rodney Mason died, and Messrs. Huyett & Smith employed in his place Mr. Taggart, of the firm of Taggart & Dennison of Grand Rapids, Mich. In October of 1893, the case came in again for argument before Judge Grosscup, and about a week of the court's time was consumed in the argument and showing that was made in open court before his honor.

It is evident from this history that full time and opportunity had been used in stating all that could be said on the part of the defendants, and the sweeping decisions in both these cases must establish, in the minds of any reasonable person, that The Knickerbocker Co. has been correct in the position which it has taken, and that it was justified in all its claims and in the warnings which it has given, both by advertisement in the milling journals and by broadcast circulars, as well as by its agents, that people who saw fit to buy these machines from parties other than itself would eventually be called to account for the violation of its rights.

The Huyett & Smith Mfg. Co. of Detroit, Mich., have settled with Allenton & Curtis, who control the use of the patent for wood working machinery and have protected those who bought Cyclone Dust Collectors of them by the payment of a large sum of money to the owners of the patent. In addition to paying this money to protect their customers the defendants have assigned all patents and turned over all patterns to the plaintiff.

Mr. Hatch, being asked when he expected to get the anti-option bill passed, facetiously remarked, "any time the tariff is out of the way."

The Court of Appeals at Montreal has rendered judgment on the motion for a new trial in the libel suit of Alex. McDougall, manager of the Montreal Elevating Company, against Henry Mason, proprietor of the *Trade Bulletin*. Appellant claimed $4,000 damages in consequence of articles published in that paper accusing him of negligence in the prosecution of employes accused of stealing grain, the origin of many shortages in grain cargoes handled by the Montreal Elevating Company. The lower courts were upheld and appellant's motion dismissed.

Obituary

W. M. Scott, Creston, Iowa, grain dealer, is dead.

D. M. Green, once a prominent merchant and miller, died at Princeton, Wis.

Joseph Fisher, grain and provision merchant at Kingston, Ontario, recently dropped dead on the street.

Charles E Clapp, a well-known grain dealer of Boston, Mass., was found dead in his bed June 2. It is believed by some he committed suicide, though there was no known reason for such action. He was 45 years old.

C. A. Morse, who has been identified with the corn trade at Chicago for over ten years, died June 4 after a brief illness. Mr. Morse began his business career in Boston as a clothier. He was one of the most popular men in the corn pit, and leaves many friends.

Robert H. Parks, at one time an active operator on the Board of Trade of Chicago, died in New York June 8. In 1879 Mr. Parks went to New York to represent the Chicago grain firm of M. S. Nichols & Co. He was a member of the Produce Exchange, and was 58 years old when he died.

Otis Munroe died at Brookline, Mass., at the age of 95 years. Mr. Munroe was born in Lexington Nov. 29, 1798, and at an early age engaged in the grain trade in Boston. His entire mercantile career covered a period of about 66 years. He became a member of the old Boston Corn Exchange at its organization in 1855. The present Chamber of Commerce, the outcome of the Corn Exchange, passed resolutions of regret at his death. Mr. Munroe was their oldest member.

Captain W. N. Brainard, for three years vice-president of the Chicago Board of Trade, recently died at his home in Evanston. He was a native of New York and one of the forty-niners who went to California when the gold fever broke out. After eight years of gold hunting he went to Chicago, where he was admitted to the Board of Trade. In this institution he held every office up to that of the vice-presidency. Captain Brainard was a public spirited citizen, a wonderfully well-informed grain man, and a patriarch on the Board of Trade. His death removes one of the most respected and best liked men in the grain trade and one of the most widely known characters on 'Change.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

F. Riddell, DeKalb, Ill.

C. H. Near, representing the Knickerbocker Company.

D. A. Robinson of Simpson & Robinson Company, Minneapolis.

C. R. Knickerbocker of the Knickerbocker Company, Jackson, Mich.

L. S. Hogeboom, Minneapolis, Minn., representing the Knickerbocker Company, Jackson, Mich.

Commenting on a report that a committee comparing samples of No. 2 Red Winter wheat from Chicago elevators with samples of No. 2 Red received from New York had decided the former to be worth 2 to 3 cents a bushel more than the New York article, a commercial report says: "This begs the question. The vital question with Chicago grain dealers and others interested in that market is as to the soundness of more or less of Chicago No. 2 Red Winter wheat and of its not grading No. 2 Red at the seaboard."

V.

"Now to bress dot peadal—

CROP CONDITIONS.

NEBRASKA, DEWEESE, CLAY CO., May 30.—We have had two inches of rain and will get some wheat. F. E. POLLY.

KENTUCKY, RICHMOND, MADISON CO., May 31.—Farmers say that the growing crop of wheat is very good. There is no old wheat in the county. H. T. ROGERS.

ILLINOIS, FRIENDSHIP, RIPLEY CO., June 4.—Wheat in this part of the country has been damaged somewhat by the late frosts. Plenty of old wheat yet in farmers' hands being held for better prices. WM. CLAYPOLE.

MISSOURI, WARRENSBURG, JOHNSON CO., June 8.—Crops look tolerably well, but need rain. There is yet some old wheat in farmers' hands, worth 45 cents. Chinch bugs are bothering the wheat somewhat, but I do not think they will do much damage if we will get rain soon. FRANK J. ABBEY.

ILLINOIS, OAKLAND, COLES CO., June 11.—The condition of the crops in this locality is very encouraging. Wheat will yield 125 per cent., corn 110 per cent., oats 90 per cent., grass and meadow 80 per cent., broom corn 110 per cent. Corn is clean, of good color, and uninjured by frosts. Oats need rain. Wheat will be ready to harvest in 20 days. Some farmers estimate it at 40 bushels per acre. Markets excited. Track buyers, brokers and grain firms have kept the wires humming for several days buying grain, especially oats. Give us good prices and we will have plenty of money, as July, August and September promise heavy receipts of grain in Southern Illinois. JOHN B. MCCLAIN.

GOVERNMENT CROP REPORT.—The preliminary report places the average of oats at nearly one point less than last year. The general average for the whole country is 99.1. The returns show the condition to be 87 per cent., against 88.9 last June. The preliminary returns of acreage make the area devoted to barley 98.5 per cent. of that of last year. The average condition June 1 was 82.2, against 88.3 on the same date last year, and 92.1 in 1890. The acreage in rye is 95.3 per cent. of that of last year, and its average condition June 1 93.2 per cent. A decided increase in the average of rice is shown by June returns. The area seeded in 1894 is but 76.4 per cent. of last year's acreage, but the average condition is 97 1. The area of clover decreased 3.8 per cent. below that of last year. Its condition is reported at 87.8, with the general average of spring pasture at 82, against 97.7 last month.

GOVERNMENT REPORT ON WHEAT.—The crop report of June 1, consolidated from the returns of the correspondents of the Agricultural Department, makes the acreage of winter wheat sown 99 per cent., as compared with that harvested last year. There was an increase of acreage as compared with 1893 in only ten states, the principal part of which was in Kansas and Illinois. The percentage of winter wheat acreage of the principal states is: Ohio, 95; Michigan, 85; Indiana, 91; Illinois, 122; Kansas, 120, and California, 103. The percentage of spring wheat area for the whole country is 87.08 per cent., as compared with last year. The percentages of spring wheat acreage of the principal states are: Minnesota, 87; Nebraska, 81; South Dakota, 85; North Dakota, 90. The average percentage of acreage for both spring and winter for the whole country is 95.3, making a total area in round numbers of 33,000,000 acres. The condition of winter wheat has improved since the last report a little less than two points, being 83.2 per cent., against 81.4 per cent. on May 1. The percentages of the principal states are as follows: Ohio, 96; Michigan, 99; Indiana, 93; Illinois, 84; Missouri, 82; Kansas, 57; California, 60. The condition of spring wheat presents an average for the entire country of 88 per cent., and for the principal spring wheat states as follows: Wisconsin, 96; Minnesota, 99; Iowa, 90; Nebraska, 44; South Dakota, 79; North Dakota, 97; Washington, 89; Oregon, 96.

WASHINGTON AND OREGON, June 1.—Crop reports from the wheat districts in Eastern Washington and Oregon received here by Tacoma grain dealers are very flattering and indicate a large 1894 yield. Taken all over the acreage sown this year is somewhat less than that sown last, which grain dealers ascribe to farmers being unable to hire help necessary to put in as large an acreage as they did last season. About 75 per cent. of the acreage sown is to spring wheat, the sowing of which is just being completed in some districts. Alexander Baillie, manager for Balfour, Guthrie & Co., who has received crop reports from every district east of the mountains, said last evening: "All the indications are favorable for a very large crop this season. The most of the wheat in the Palouse country is spring wheat. Farmers were late in getting in their crop there this season on account of the rain. The same might be said of the Big Bend country. The acreage there this year is about 10 per cent. less than it was last year. This can be attributed to the poor prices of wheat and the inability of some farmers to put in larger crops. The most of them have seed wheat in plenty, but they cannot get along without help. In the Walla Walla and Umatilla districts half and half of the acreage is winter and spring wheat. Winter wheat never looked better than it does there now. They are just finishing sowing wheat in the Palouse and Big Bend districts, but the weather has been fine in the Walla Walla district for the past few days and farmers there have completed sowing. The acreage in the Walla Walla and Umatilla districts this year is about the same as it was last." Alexander Reed of Reed & Co., grain merchants, said: "So far as I have heard from the grain districts everything is favorable for a large wheat crop this season. Wheat never looked better than it does now. In the Big Bend country the crop is rather backward, but the indications are that farmers there will have a heavy yield. Our last reports from Walla Walla were very favorable. The most of the grain sown there is winter wheat and my impression is that the acreage is not as large as it was last year. Up in the Palouse country they claim that their acreage this season is as large as it was last, but I doubt it. In the Yakima country all the crops are looking fine and I believe that the wheat acreage there is larger than it has ever been before. There is a good deal of what is called volunteer wheat growing this season. I understand that wheat in the Yakima country is beginning to head out. Barley has headed out in the Walla Walla district and the farmers will be harvesting in a few weeks." SAMUEL COLLYER, secretary Tacoma Chamber of Commerce.

THE EXCHANGES

Tickets of membership to the New York Produce Exchange are held at $475.

The proposition to establish a clearing house for the Corn and Flour Exchange at Baltimore is now in a fair way to lead to definite action.

The question of abolishing the present plan of dealing in futures and adopting a "seller 60" scheme is being agitated on the New York Produce Exchange.

The Minneapolis Chamber of Commerce has found it necessary to look into the matter of some members doing a bucket shop business on the floor. The rules will be enforced.

The elevators of the Boston & Albany, New York & New England and Fitchburg railroads have been declared regular, an agreement having been arrived at with the Boston Chamber of Commerce.

R. C. Grier, secretary of the Peoria Board of Trade, has forwarded us a copy of the Board of Trade's twenty-fourth annual report of the trade and commerce of the city of Peoria for the year ending Dec. 31, 1893.

The Milwaukee Chamber of Commerce has indorsed the action of the Cincinnati Chamber of Commerce in protesting against the abolishment of government crop reports, but demanding an improvement in their collection and compilation.

To keep thoroughly posted in all details of the grain trade, you should accept our combination offer of the AMERICAN ELEVATOR AND GRAIN TRADE, monthly, and the *Hay Trade Journal and Directory*, a weekly. We have made arrangements whereby we can offer the two papers for $2 per year.

The directors of the Chicago Board of Trade are said to be in correspondence with governing boards of other leading produce exchanges on the question of altering rules to conform with some such scheme as the "seller 60" plan of trading in futures. Under it no sales would be made for delivery more than 60 days ahead.

There is a movement in the St. Louis (Mo.) Merchants' Exchange toward making a vigorous protest against the issuance of government crop reports, because they say such reports are "unreliable, misleading and very injurious to the interests of the general public, but more particularly to the farming and producing class."

At the annual election of the New York Produce Exchange June 4 the following officers were chosen to serve for the ensuing year: President, Alfred Romer; vice-president, Henry D. McCord; treasurer, E. C. Rice; managers, two years, David Dows, Jr., E. G. Burgess, Frank Brainard, J. W. Ahles, Herbert Barber, C. E. Milmine.

The New York Produce Exchange in 1892 suspended one of its members from the exercise of his usual privileges on the ground that he had violated a contract, and had thereby become guilty of conduct inconsistent with equitable and just principles of trade. The suspended member took the case into the courts, and now a decision has been rendered reinstating him. The court holds that inasmuch as the by-laws of the Exchange did not specifically declare that a breach of contract constituted one of the cases for which a member may be proceeded against with the view of expulsion or suspension the corporation was without the power to act as it did. It is reported that the Produce Exchange will appeal from the decision.

The Buffalo Merchants' Exchange is formulating rates governing c. i. f. grain trade. The abbreviations, c. i. f., as grain men know, stand for cost, insurance, freight, indicating that these alone are guaranteed by the seller. The buyer of grain afloat assumes elevator charges, shipper's grading and the chances of loss from damage in transit where damage is not large enough to reach the insurance of particular average of 5 per cent. This makes c. i. f. grain worth about 1 cent per bushel less than grain in store.

An effort is being made by the directorate of the Chicago Board of Trade to create a fund which will be available for the purpose of retiring memberships at a sum not greater than $1,000 each. A rule covering this has been on the books for several years, but beyond its publication nothing has ever been done. A proposed new amendment has the same object in view, but does away with the provision in the present rule making it possible to assess members $10 each for the purpose. The proposed change in the rule is as follows: "The board of directors shall have power in their discretion to allow any member in good standing to withdraw from the association and surrender his privilege of membership; and the directors may in their discretion pay such retiring member a sum of money not to exceed $1,000, such sum to be taken from the general funds of the association not already appropriated."

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported during April, according to the last report of the Bureau of Statistics, was $82,202, against imports valued at $118,537 in April preceding; and during the ten months ending with April breadstuffs valued at $1,743,720 were imported, against an amount valued at $2,252,186 imported during the corresponding months ending with April preceding.

Barley aggregating 720,511 bushels, valued at $326,251, was imported during the ten months ending with April, against 1,884,197 bushels, valued at $882,073, imported during the ten months ending with April preceding. Corn amounting to 2,132 bushels, valued at $1,448, was imported during the ten months ending with April, against 1,786 bushels, valued at $1,238, imported during the corresponding months ending with April preceding.

We imported 5,138 bushels of oats, valued at $2,608, during the ten months ending with April, against 14,020 bushels, valued at $6.343, during the corresponding months ending with April, 1893. We imported 50 bushels of rye during the ten months ending with April, against 143 bushels during the corresponding months preceding.

Wheat aggregating 926,147 bushels, valued at $616,558, was imported during the ten months ending with April, against 753,599 bushels, valued at $534,603, imported during the corresponding months ending with April preceding.

Of imported breadstuffs an amount valued at $20,179 was exported during April, against an amount valued at $16,616 exported during April preceding; and during the ten months ending with April breadstuffs valued at $58,343 were exported, against an amount valued at $405,264 exported during the corresponding months ending with April preceding. Imported barley amounting to 11,177 bushels, valued at $5,606, was exported during the ten months ending with April, against 33,983 bushels, valued at $16,993, exported during the ten months ending with April preceding. Foreign wheat aggregating 69,108 bushels, valued at $43,175, was exported during the ten months ending with April, against 547,005 bushels, valued at $375,434, exported during the ten months ending with April preceding.

VI.

"Lort! Could Vagner only hear it."

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets Copy must reach us by the morning of the 14th of each month.

HAY AT LOUISVILLE, KY., June 11.—The hay market seems to be in a dull, lifeless condition. Receipts are light; stocks are light. Ordinarily such a condition in this market would produce a healthy tone, and advance prices liberally. Prices are remaining firm on the best grades. These do not seem to be in sufficient supply to ease prices off any. On the lower grades sales are slowly effected and prices vary considerably. Choice $13.00; No. 1 $12.00@12.50; No. 2 $11.00@11.30; Mixed $9.00@10.00; wheat straw $4.50@5.00.

HAY AT CHICAGO.—M. M. Freeman & Co. report the receipts of hay at Chicago June 12 at 822 tons, with shipments of 178 tons. TIMOTHY.—Offerings of No. 1 moderate, ruling firm and active. Lower qualities plentiful and dull. No. 1 $10.00 @11.00; No. 2 $8.50@9.50; Mixed $7.00@8.00. PRAIRIE.—Market firm, demand good, offerings small. Choice to Fancy Iowa Upland $9.50@10.00; Fair to Good Iowa Upland $8.50@9.00; good feeding hay $7.00@8.00. STRAW.—Market quiet and steady; receipts moderate. Rye $8.00; wheat or oat $5.00@5.50.

HAY IN MANITOBA, June 4.—Hay is now very flat, as the demand has fallen off and offerings are large. Prices are much lower, baled being quoted at $4.50 at point of shipment. A very large quantity of hay will be held over in stack in this district, many parties holding hundreds of tons yet. However, it is likely to be wanted next winter, as the prospect indicates that the upland hay crop will be a failure this year, owing to the hot, dry weather. Though the early spring was very wet in this section, the rains were too early to make a good upland hay crop, the weather having been very dry since growth started. In fact prairie fires have been running within the past fortnight.

GRAIN REPORT OF J. & M. SCHWABACHER, LIMITED, New Orleans, La., June 8.—TIMOTHY HAY. — Low grade, i. e., Prime and Ordinary hay show no improvement, but there is some little activity in Choice and Strictly Prime hay. Choice $15.50; Strictly Prime $14.50; Good Prime $13.50; Prime $11.00 @12.00; Ordinary $9.00 per ton. PRAIRIE HAY. — Rules very dull, with offerings at $7.00@7.50 per ton. CORN.—In good demand and prices quoted readily maintained. No. 2 white 52 cents; yellow 50½ cents; Mixed 50 cents per bushel sacked. WHEAT BRAN.—Rules quiet but firm at 80@85 cents per 100 pounds. WESTERN OATS.—Firmly held at quotations, viz., choice Black Mixed 46½ cents; No. 2 White 46½ cents; No. 2 Black Mixed 46 cents per bushel sacked. TEXAS OATS.—Expected to come to market soon and will, to a large extent take the place of Western oats in this market when the movement commences in earnest. Early shipments will do particularly well.

SEED EXPORTS AND IMPORTS.

Seeds valued at $171,559 were exported during April, according to the report of the Bureau of Statistics, against an amount valued at $224,055 exported during April, 1893; and during the ten months ending with April seeds valued at $7,874,954 were exported, against an amount valued at $3,720,124 exported during the corresponding months ending with April, 1893.

Clover seed amounting to 524,610 pounds was exported in April, against 203,751 pounds in April preceding; and during the ten months ending with April 45,280,515 pounds, valued at $4,528,690, were exported, against 7,970,172 pounds, valued at $953,154, exported during the corresponding months ending with April preceding.

Cotton seed aggregating 1,040 pounds was exported in April, against none in April, 1893; and during the ten months ending with April 5,332,516 pounds, valued at $41,033, were exported, against 3,854,355 pounds, valued at $29,454, exported during the corresponding months ending with April, 1893.

There were 10 bushels of flaxseed or linseed exported in April, against 30,756 bushels in April, 1893; and during the ten months ending with April 2,047,833 bushels, valued at $2,426,279, were exported, against 1,697,150 bushels, valued at $2,033,949, exported during the corresponding months ending with April, 1893.

Timothy seed aggregating 2,257,518 pounds was exported in April, against 1,847,292 pounds in April preceding; and during the ten months ending with April 9,245,505 bushels, valued at $410,409, were exported, against 6,495,994 bushels, valued at $459,997, exported during the ten months ending with April preceding.

Other seeds aggregating an amount valued at $21,762 were exported in April, against an amount valued at $15,173 exported during April preceding; and during the ten months ending with April other seeds valued at $468,543 were exported, against an amount valued at $243,570 exported during the corresponding months ending with April preceding.

Flaxseed aggregating 113,337 bushels, valued at $155,819, was imported during April, against 8,080 bushels, valued at $9,495, in April preceding; and during the ten months ending with April 280,743 bushels, valued at $348,781, were exported, against 60,439 bushels, valued at $82,195, imported during the corresponding months ending with April preceding. Other seeds valued at $19,691 were imported during April, against an amount valued at $55,962 in April preceding; and during the ten months ending with April other seeds valued at $339,084 were imported, against an amount valued at $483,322 imported during the corresponding months ending with April preceding.

The Cumberland Valley Grain Dealers' Association held a meeting recently at Carlisle, Pa.

LOCATIONS FOR FACTORIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company owns and operates 6,150 miles (9,900 kilometers) of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the lines of the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle. Many towns on the line are prepared to treat very favorably with manufacturers who would locate in their vicinity.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

A number of new factories have been induced to locate—largely through the instrumentality of this company—at towns on its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Nothing should be permitted to delay enterprising manufacturers from investigating. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,
Industrial Commissioner, C., M. & St. P. R'y,
425 Old Colony Building, Chicago, Ill.

Osain Enstrom, a state deputy grain inspector at the head of the lakes, fell through an open hatchway of a vessel a year ago, sustaining permanent injuries, and now brings suit for $20,000 damages. The vesselmen claim that Enstrom went aboard voluntarily, being warned of the danger; also, that his duty with the state concluded at the end of the grain spout, as all grain is inspected inside the warehouse. On the other hand, shippers claim that owners of grain must be responsible for all the inspectors who go aboard their vessels, and the rendering of the court gives Enstrom $2,000.

The case of T. J. Thompson vs. the Star Elevator Company of Minneapolis has finally been settled by stipulation, after having been in the courts for the past three years. When the Star Company's elevator collapsed Aug. 12, 1891, Thompson's feed mill, which was at one end, was crushed. The Star Company was insured on account of its grain, and when Thompson sued for damages the insurance companies assisted him in carrying on the prosecution, as by establishing the point that there was no fire in either of the buildings it would absolve them of liability for the loss. The settlement, it is said, is on the basis of the Star Company paying Thompson for his loss and releasing the insurance companies. There now remains to be contested the question as to the insurance on the elevator and mill buildings.

BUFF COCHIN EGGS FOR SALE.

Pure-bred Buff Cochin Eggs for sale. Address
M. E. BLATCHLEY & Co., White Hall, Ill.

LINENOID SEAMLESS BASKETS.

Wanted—Every grain dealer to write for price list of our seamless baskets. Large sizes mounted on wheels. Samples sent on approval. Address

CRANE BROS., Linenoid manufacturers, Westfield, Mass.

POSITION WANTED.

Situation wanted by a thoroughly competent grain elevator man. Has had several years' experience in the elevator business. Am not afraid of work. Fully competent of taking charge where a reliable man is wanted. Best references as to honesty, sobriety and ability. If preferred would take an interest instead of salary. Address

T. B., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago.

GRAIN TESTERS FOR $7.

We will continue to sell 2-quart grain testers at $7 cash with order. Every one guaranteed to be the Standard Winchester bushel. Over 100 were sold in December and January. We guarantee satisfaction and will refund money on return of tester if not satisfactory. Address

A. S. GARMAN & SONS, Akron, Ohio.

POSITION AS HEAD MILLER WANTED.

Anyone desiring to secure the services of a thorough, reliable and competent head miller in a mill of from 100 to 500 barrels' capacity, and who can go well recommended and can furnish first-class references and will guarantee satisfaction in every particular, can secure the same by writing to me. The reason I am out of employment is that A. P. White & Co.'s milldam washed out March 20, and it will be late in the fall before it can be rebuilt. Address

A. SEELINGER, Cadiz, Ky.

DAVIS GRAIN TABLES.

The value of wheat or any grain at 60 pounds to the bushel, for any amount less than 100 bushels is shown without addition or multiplication, and for any amount over 100 and under 1,000 bushels, with but a single addition; at any price from 25 cents to $1.25 per bushel. The value of bushels and pounds of other grain also is shown at 56, 48 and 32 pounds to the bushel at any price from 15 cents to $1.50 per bushel. Price, postpaid, $1.25. Address

E. D. DAVIS, 520 Nicollet Ave., Minneapolis, Minn.

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The C., B. & Q. elevator at Fairfield, Iowa, for sale Address

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W. C. ERVIN, Room 82 Traders' Building, Chicago.

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A gasoline power grain elevator on the I. D. & W. R. R., in Central Illinois, for sale. Convenient to Indianapolis, Chicago and Cincinnati. Feed grinder, scales, office, etc., complete. Located in the best corn belt in the world. Also half interest in general merchandise store. Would accept other good property in part payment. Address

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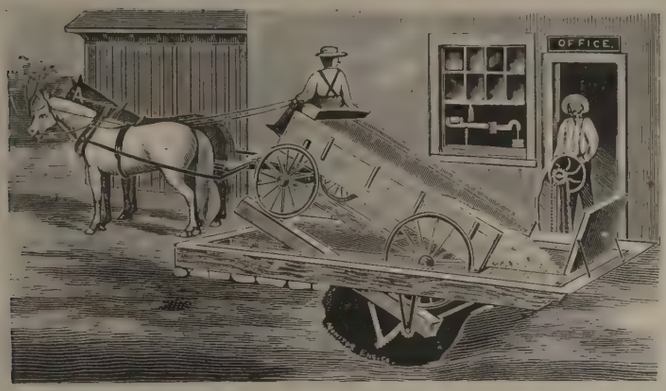

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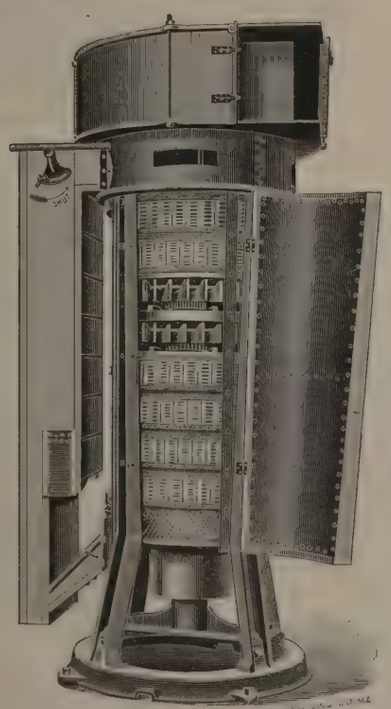

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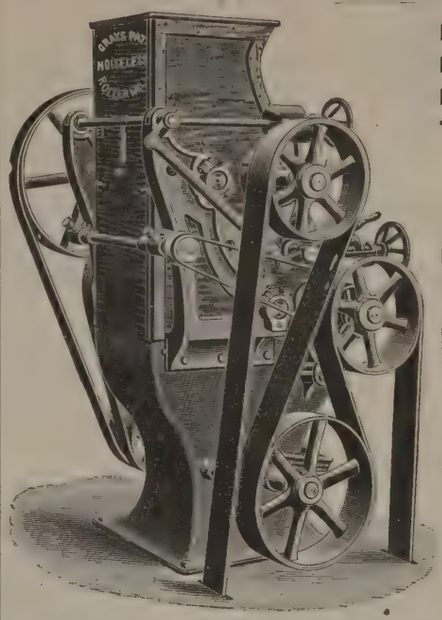

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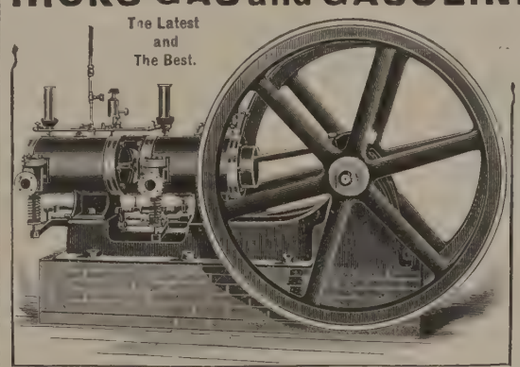

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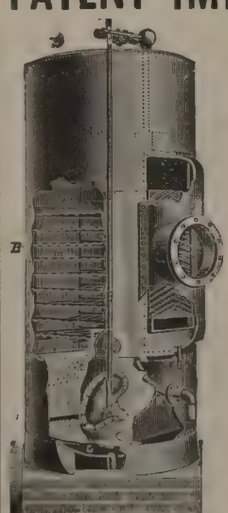

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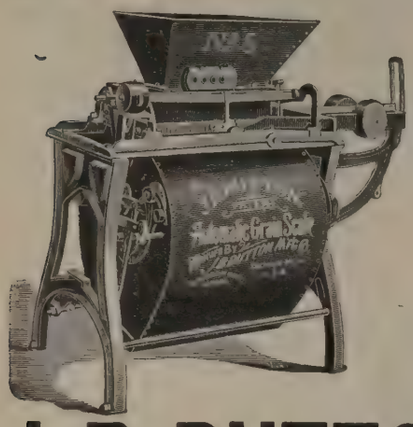

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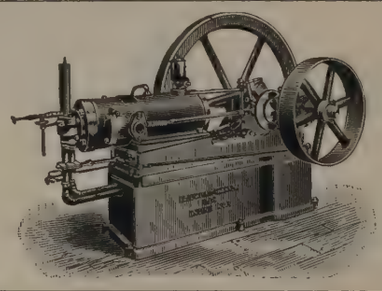

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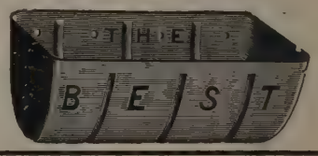

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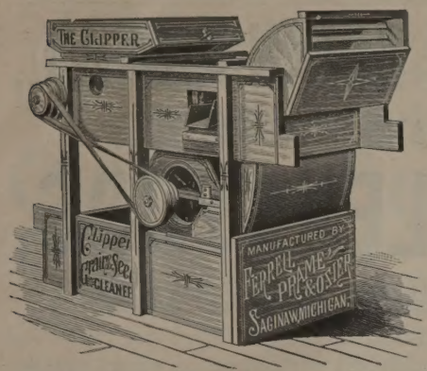

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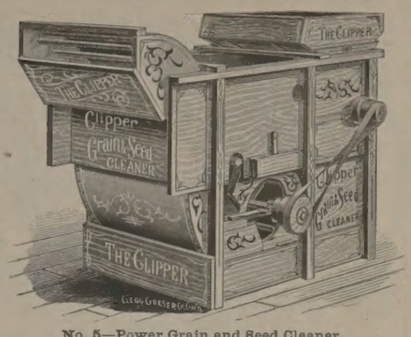

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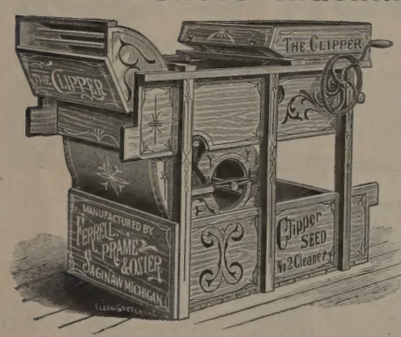

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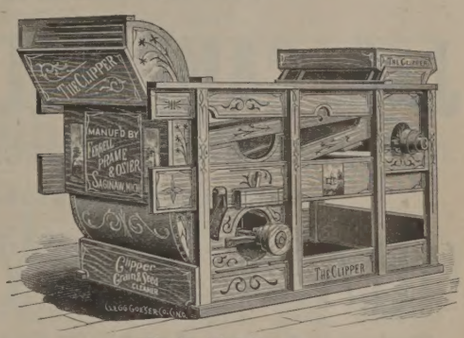

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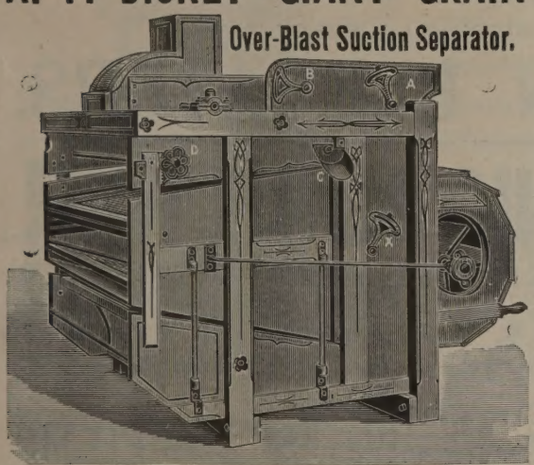

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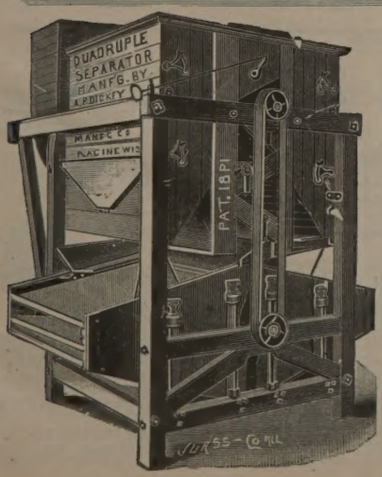

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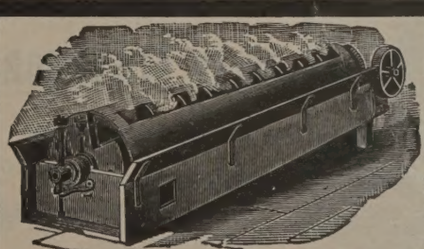

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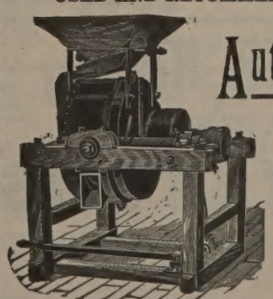

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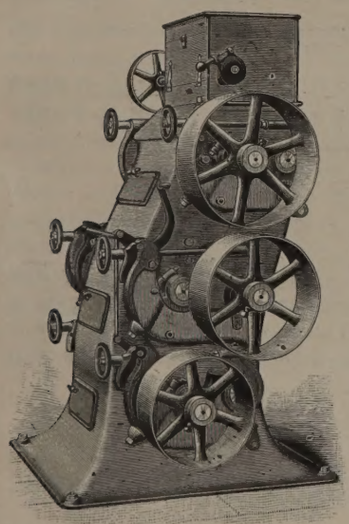

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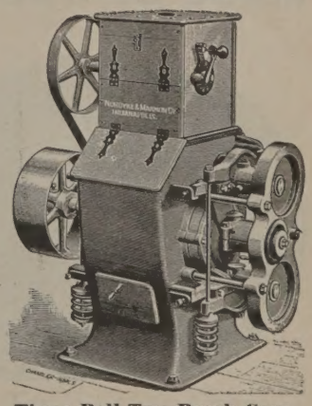

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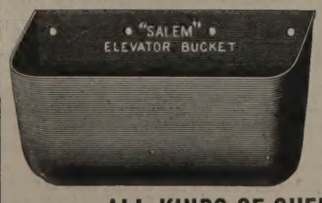

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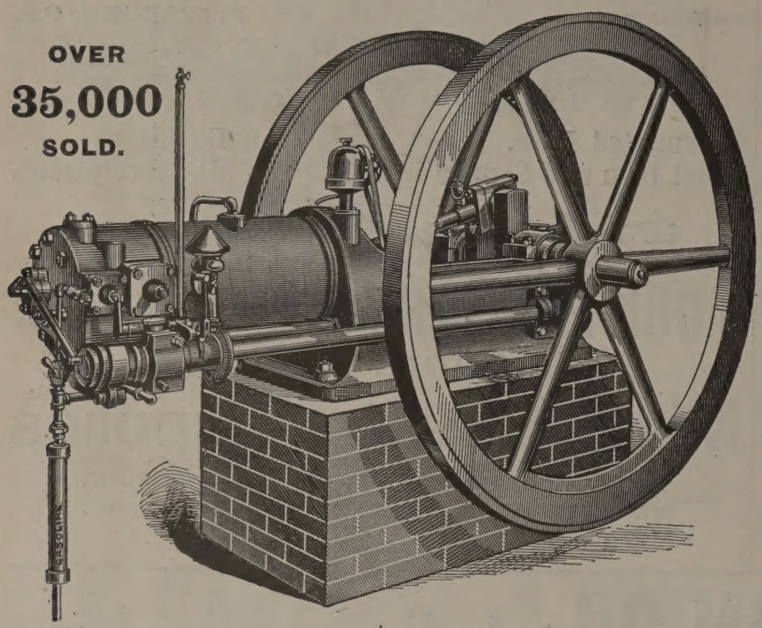

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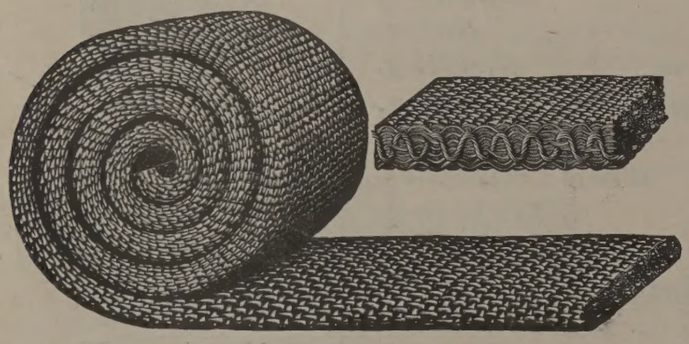

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